

WIN
TICKETS TO
PRESCOTT
SPEED HILL
CLIMB



M3 Evo II dream or disappointment?



The Dino and the military upset



Driving Ronnie Peterson's Elite

Classic Cars

ORIGINAL ICONS

TOP 7 design greats their makers reinvented



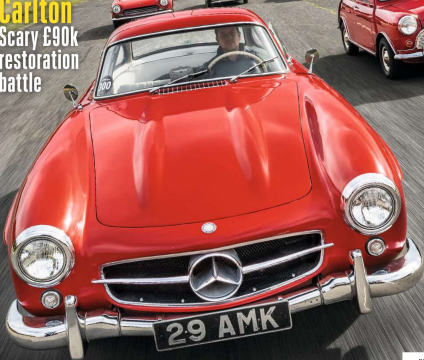
PLUS
Designer Frank
Stephenson on
reinterpreting
a legend

**Lotus
Carlton**
Scary £90k
restoration
battle



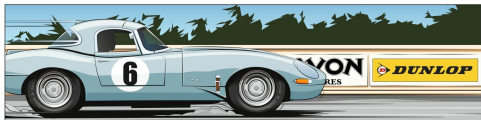
*Inside a fairly
British
collection
in South Africa*

**Buy a 996
Porsche 911**
without (too
much) fear



ISSUE 104





Even better on the right rubber

The best classic car experience is just a new set of tyres away. We stock new tyres in period-correct patterns for cars from the 1890s through to the 1990s. On road, off-road, rallying or racing – it's even better on the right rubber and that's all we sell at Vintage Tyres.

Branches at Beaulieu and Bicester Heritage.



VINTAGE TYRES

FOR CARS AND BIKES FROM THE 1890s TO THE 1990s

★ Trustpilot ★★★★★

01590 612261

sales@vintagetyres.com

vintagetyres.com

Welcome

April 2022 Issue 585

This month we celebrate originals so special their makers revisited them. Did they do the right thing?



Critics of retrospectively inspired modern car design – and I've been one of them – see a cynical attempt to cash in on old glories one more time by manufacturers too lazy to excite us with a fresh vision of the future. But creativity in everything from music to cars draws on a complex cocktail of both innovation and influence from what already exists, and that can include creations from the distant past, from sea creatures to cars.

In his interview on page 64, Frank Stephenson's description of how he arrived at a Mini design for the new millennium gives its shape a legitimacy that elevates it above those once-successful musicians re-releasing an old single to pay for their latest divorce. He cites the Porsche 911 as a role model. This

iconic shape escaped being binned for the sake of a more fashionable replacement, instead evolving gently, even glacially, with the times to ensure it's as desirable today as it's ever been. More so. Like most of the other originals in our Big Test, the first Mini missed out on the chance to embed itself – like the Porsche – as the default purchase in its class over ensuing decades while its maker went into small car sector battle afresh with each new replacement model. The success of the BMW Mini confirms how right it was.

This Big Test represents our pick of the greatest originals that have enjoyed – or suffered, depending on your view – being reborn for the modern age. It explores what vital combination of ingredients made them stand out enough to leave an indelible imprint on motoring. We

also give our thoughts on their makers' attempts to recapture the magic, prompting me to revisit my old doubts that a retrospectively inspired car could ever be considered classic. I thought such things lacked the vital ingredient of being of their moment or looking forward to one in the future. It seems many buyers don't share my concerns as increasing numbers seek out first-generation BMW Minis. Early signs of classic appreciation for sure.

Do you think these designs are earning their place in the pantheon of classic cars? Enjoy the debate.

Phil Bell, editor



Makers revisit top designs from the past: should we leave them there?

Cars in this issue

- 56 Alpine A110S
- 113 BMW 530i Sport
- 6 BMW M3 Evo II
- 111 Citroën 2CV Special
- 96 Dino 246GT
- 50 Dodge Challenger R/T
- 54 Fiat 124 Spider
- 48 Fiat 500
- 70 Lotus Elite 502
- 88 Lotus Carlton
- 52 Mercedes-Benz 300SL
- 46 Morris Mini Minor
- 102 Porsche 911 996
- 123 Porsche 968 Club Sport
- 120 Range Rover Vogue 3.9
- 119 Saab 96
- 124 Triumph TR5
- 114 VW Westfalia California
- 44 VW Beetle

SUBSCRIBE Classic Cars

FOR JUST **£4.20** PER MONTH

PAGE 34 OR ONLINE

You can now subscribe quickly and easily online at your own convenience, 24 hours a day. 565 days a year on greatmagazines.co.uk. It's the best way to have the excitement of the classic car world delivered straight to your door every month.

Classic Cars ISSN 0945-7267, is published monthly by H Bauer Publishing Ltd. The US annual subscription price is \$27.46. Airfreight and mailing in the USA by agent, Named VAN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Classic Cars, VAN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Bauer Media, Subscriptions, CDS Global, Tower House, Sovereign Park, Lifford Street, Market Harborough, Leicestershire LE16 9EF, United Kingdom. Air Business Ltd is acting as our mailing agent.



P42 What makes some classics so good their makers want to build them again? We find out

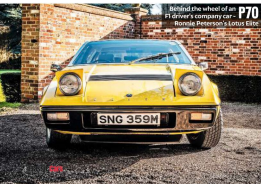
'Icon is an overused word, but there's no doubting its validity with these seven cars here'



Roadsters, racers and supercars with a British twist back in South African sun! **P80**



P6 Is the legendary BMW E30 M3 Evo II worth crossing the seas for? One reader finds out...



Behind the wheel of an F1 driver's company car - Ronnie Peterson's Lotus Elite **P70**



P88 Began as a refurb, ended as a full resto that cost three times more than the car

Contents

April 2022 Issue 585

The month in cars

- 24 **Bicester Scramble** Year's first big show turns up a **Frazer Nash MM** with a waterlogged past
- 26 **Competition** Win VIP tickets to the inaugural Prescott Historique in May 2022
- 27 **LE JOC** How did a **Porsche** designer's bespoke creation cope with Europe's toughest rally?
- 28 **Hazel Chapman and Shunji Tanaka** **Lotus** co-founder and **Mazda** design guru remembered
- 30 **Events Planner** As the classic world roars back to life, it's time to make plans for spring
- 32 **Barn Finds** A stunning **Mercedes-Benz 300S Roadster** breaks cover in New Jersey
- 36 **Next Month** Unravelling a **Ferrari 1955** mystery, plus what will Quentin's 2022 Smart Buys be?
- 37 **Letters** A plea for **Mustang** understanding, plus memories of a Thirties continental blast
- 39 **Quentin Willson** revisits his advice to the nation to sell their houses and buy **McLaren F1s**
- 41 **John Fitzpatrick** is reminded of a strangely unrestrained **Abarth 1000** racing opportunity
- 170 **40 Years Ago Today** Reputations aside, what was the **DeLorean DMC-12** actually like to drive?

Owning

- 80 **The Collector** Inside Brian Bruce's hoard of expat Brits (plus a **Ferrari**.)
- 88 **Epic Restoration** How refurbishment became total rebuild for a lucky **Lotus Carlton**
- 96 **Life Cycle** The high-flying trials and tribulations of an aviator's **Dino 246GT**
- 111 **Our Cars** Quentin gives his **Citroën 2CV** a splash of colour (p111), Joe addresses a troublesome dent in his **BMW 530i Sport** (p113), and Nigel introduces his **Volkswagen T4 Westfalia** (p114)

Driving

- 6 **The List** Reader Eoin McKenna flies all the way from Dublin to sample a **BMW M3 Evo II**
- 42 **Firsts Among Equals** Getting to the essence of cars so good their manufacturers made them twice: **Alpine A110**, **Dodge Challenger**, **Fiat 500** & **T24 Spider**, **Mercedes-Benz 300SL**, **Mini** & **VW Beetle** all driven and their modern successors assessed. **PLUS** New **Mini** and 500 designer Frank Stephenson on getting automotive reincarnation right - and wrong
- 70 **The Driving Elite** Company car exotic hits the road: FI ace Ronnie Peterson's **Lotus Elite**

Buying

- 14 **Quentin Willson** reckons a softening market makes it an ideal time to buy a **Corniche**
- 16 **Chasing Cars** Famous **Jaguar** and **Buick** hit the headlines, **Lamborghini Countach** cashes in
- 20 **Market Headliners** US **Mercedes-Benz 300SL** captivates, as does **Riley TT** closer to home
- 102 **Buying Guide** How to navigate the **Porsche 996** buying minefield and bag a bargain
- 109 **Books & Models** Relive concours glamour, and check out a 118 **Austin 1100**
- 119 **Ads on Test** **Saab 96** (p119), **Range Rover** (p120), **Porsche 960CS** (p123) & **Triumph TR5** (p124)

Contact us See page 37

'I left the man from McLaren white-faced with terror'

Quentin Willson p39



The helicopter-racing fast life of a Dino 246GT owned by an Army pilot

P96

**SUBSCRIBE TO
CLASSIC CARS
FOR JUST £4.20 PER MONTH**

SEE PAGE 34 OR ONLINE greatmagazines.co.uk

If you're struggling to find us or are stuck at home, download from the App Store or Google Play Store. We've some superb subscription offers in place, or you can just buy single issues delivered straight to your door (free delivery in the UK). Kindle Fire users can download our magazines from the Amazon Newstand. If you're a print subscriber and we're unable to deliver issues to you because of the coronavirus situation, please visit greatmagazines.co.uk where clear updates will be given.



The List

Your dream drive made real

'Oh yes, she can boogie'

As a young man Eoin McKenna owned an E30 325i Sport, but always lusted after an M3.

Time to find out if four cylinders are better than six, as we put him in a **BMW M3 Evo II**

Words ROSS ALKUREISHI • Photography TONY BAKER



Some things are preordained to happen; take this month's List, for example. Dublin-based reader Eoin McKenna explains, 'A few months back, I was sat by a swimming pool on the Portuguese Algarve flicking through *Classic Cars* and my other half asked what I was reading. I explained that a reader had written in with his top 10 dream cars and that the magazine had put him behind the wheel of a 1931 Bentley 'Blower'. Never for a moment thinking...' That

we'd shortly come a calling to offer him a drive.

Even then, numerous work commitments almost put the kibosh on it. But having sensed that Eoin would gladly have swum the Irish Sea in order to take up the opportunity, we persevered. We now find ourselves this crisp morning outside those purveyors of all things classic and modern-classic BMW – West Sussex-based specialist Munich Legends.

We're early too, which sees our chosen car – resplendent in Misano Red – sitting just behind a locked, glass sliding door. Eoin's demeanour reminds me of Christmas morning as a child, and the itchy-fingered pause just before your parents finally give you the nod to begin unwrapping your presents. The car itself also explains his eagerness to make the journey. 'I've seen many an E30 M3, but unfortunately never experienced one – let alone an Evo II,' he confesses. Yes, the letter 'M' may get BMW aficionados all hot and bothered but for those of an E30 bent, adding the abbreviation 'Evo' afterwards is the ultimate topping available on any M3 flavoured cake.

It has classic Eighties, boxy styling: it's menacing, but it's a subtly aggressive stance – nothing over the top. Instead, it's just encouraged by those flared wheelarches, the rear spoiler, and here, further intensified by that colour. It has quite a presence for the size of it; by modern standards it's not a large car.

Finally, after what seems like an eternity for my new Irish friend – five minutes in reality – the Munich Legends boys arrive to open up shop; after exchanging pleasantries Eoin immediately pops the driver's door, installing himself behind the Evo II's M-Tech 1 steering wheel. 'It's like getting back into my old 325i Sport. Everything inside is the same and the smell instantly reminds of it. I'm reticent to say it but it's kind of a musty, old car smell. The steering wheel is identical, as are the style of seats – even the headlining. The controls definitely feel of its era; thin and slight, but solid. It's also somewhat refined compared to a

'It's menacing, but it's a subtly aggressive stance encouraged by those flared wheelarches'

EOIN'S DREAM DRIVE LIST



Lancia Delta Integrale Evo I (yellow)

'Saw one outside an Edinburgh nightclub; it tore up the cobbles in a flash, with cracks and bangs'

BMW E30 M3

'Incredible lineage of victories gives it a true racing pedigree'

AC Cobra

'A handful of a car, even with its wide tyres – so cool for summertime cruising'

Ford Sierra Cosworth RS500

'Amazing power for its time and bold looks from a family car'

Ford Escort RS2000 MkII

'Simple looks with some trick bits make this Ford a true driver's car'

Porsche 911 (964) Turbo

'Best looking Porsche by far, in my opinion. Fantastic burble, not to mention turbo lag that'd knock you into next week'

Porsche 356B Cabriolet

'The original – such cool looks, and with a beautiful sounding boxer engine'

Toyota 2000GT

'Classic Sixties coupé styling, and a front-mounted engine with rwd – the precursor to the AEBs and Supra in my opinion'

Mercedes-Benz 300SL 'Cultwing'

'Beautiful styling of its time and gullwing doors gave it a true supercar image'

Ferrari 250GT California

'Ferris Bueller's Day Off'

Rev-happy S14 engine has you ticking the red line at every chance





As a former E30 owner, Eoin finds the Evo's cabin familiar enough



Sport Evolution's cabin, having less of a competition look. You sit low and with the dashboard angled towards you, and the large transmission tunnel running alongside; it feels very focused.'

Firing up the S14 powerplant elicits a staccato twin exhaust pipe bark and Eoin moves the gearlever across and down into first, before trundling out into the world. The showroom sits on a long straight section of A-road so, as the engine warms, we discuss using it for his initial familiarisation runs - up to Forest Row and back again, 15-minutes all in, ought to do it.

'I've heard it's an engine you have to rev hard,' he says. 'My 325i Sport's six-cylinder had a lot of low-down torque; it was kind of a lazy engine and you'd be ready to change gear at 4000rpm. From what I've been led to expect, this will go a lot higher.'

With driver and passenger installed, Eoin checks the road is clear and emerges. Easy does it... as the front wheels straighten, he buries the throttle, the Evo II's rear end instantly squats and it tears off up to road speed like a demented Bavarian Devil. Fair play - as introductions go, it's relatively full on.

On our return journey, the raucous cacophony turns passers-by' heads long before we reach them and those moody quad headlights flash past. The E30's four-cylinder symphony is punctuated by blipped downshifts and accompanying sharp pitch changes - and a wide Celtic smile. Eoin pulls the Beemer up outside the specialist's premises, turns to me and says in his soft Irish lilt, 'Oh yes, she can boogie.'

Three more familiarisation runs follow; each a smidgeon more intense than before. On the final one, after parking up, I'm immediately aware of Eoin's elevated rate of breathing. He looks at me again and states, 'She can definitely boogie.'

We lift the bonnet and take in the four-cylinder naturally aspirated engine in all its glory. 'It's a dead giveaway, isn't it? The M colours emblazoned across the engine leave you in no doubt that you're looking at a performance car and the noise it makes is just fantastic. The stainless steel exhaust howls even at a moderate pace and urges you to open the throttle and aim for the redline with fast gearshifts - especially in third and fourth gear. At high revs you can really feel the power and pull of the car; the sound of the four-cylinder engine bellowing only adds to the sensation of pace on the road.'

I ask him if it's as we discussed. 'It is, it's all at the top end. I was cruising along with a little bit of traffic in front of me; I held back, and when it cleared I put the foot to the floor. It goes like a rocket, even compared to today's standards. The adrenalin is coursing through me; I'm still shaking after that.'

Extensive testing at the Nürburgring played a big part in the E30 M3's development; today, we're foregoing the 'green hell' track for the Ashdown Forest - we'll dub it Eoin's green heaven.

There's no doubt that he's more circumspect as matters of tarmac tighten and twist; yet, within a mile or two, his increasing speed through corners means it's clear his confidence in the

‘That 911 Turbo driver knew exactly what this car can do, and treated it with respect’



Eoin's infatuated with the engine - its performance and looks

Naturally aspirated 2.3-litre M Power twin cam is good for an enthusiastic 220bhp

chassis is growing. Just as well. Eoin checks his mirror to discover that we have company - an interloper has just overtaken the car behind and has closed in on the M3's tail. It's a Porsche 996 Turbo, and it's tweaking and toying with him - forcing a quickening pace. Eoin's harder on the throttle, his gearshifts and steering inputs heightened. What follows is a mesmerising symbiotic dual; a fierce Teutonic dance across the East Sussex landscape. Despite the generational gap, the E30 is more than holding its own - class is indeed permanent.

With a headlight-flash of courtesy, the Porsche bids Auf Wiedersehen at Groombridge and we head south, dispatching Crowborough before stopping at a fuel station on the Maresfield Bypass. 'That was a rush,' says Eoin now he has some spare mental capacity. 'Obviously a car like this brings a lot of attention from passers-by and other road users, but that 911 driver knew exactly what this car can do and treated it with respect.'

It's just so anchored to the road. The tight suspension and quality tyres ensure it's precise and agile. It handles bumps on the road well, even today on a damp day. You feel it'd take some effort to break the back end free

- that's not to say you can't if you want to, but its limits feel extraordinarily high. The low down torque in my 325i made it break free extremely easily, but that's not the case here; even at seven-tenths you can feel that it just stays glued to the road and grips and grips. The seat holds you secure when going through corners at pace and even the brakes are perfectly adequate for a car of this size and capabilities. The overall package makes you see why it was such a phenomenal race car in its day. I'd love to get it on a track to push its limits more. It would remove the wrapping-a-£100k-car-around-a-pole concern, and free me to give the steering little flicks like I used to in my E30.'

Fuel topped up, we take our time looking around the car. 'I love details like this,' says Eoin, pointing to the one-piece boot lid that curves and sweeps down at a 90-degree angle on its rear edge. 'Designed for aerodynamic benefit, as are the front bumper and rear spoiler. I think I always leaned more towards the M3 over the Mercedes-Benz 190E Cosworth, because it was a very popular rally car in Ireland - I saw them more often.'

Our journey homewards is once more on A-road territory. The lack of a

1988 BMW M3 Evo II (E30)

Engine 2300cc inline four-cylinder, dohc, Bosch ML-Motronic 3 fuel injection **Power** and torque 220bhp @ 6750rpm; 181lb ft @ 4750rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion, with power assistance **Suspension** Front: independent by coil springs, MacPherson struts; track control arms, anti-roll bar. Rear: independent by semi-trailing arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Discs, all round (ventilated front), ABS **Weight** 1165kg (2568lb) **Performance** 0-60mph: 6.4sec. Top speed: 151mph **Fuel consumption** 35mpg **Cost new** £26,960 **Asking price** £95,000



A day in the Evo II proved to be homologation-special hedonism for Eoin

German playmate allows us to revel in the sonorous acoustics as Eoin joyously works his magic on the drivetrain. As we pull in and park up, Eoin's in a reflective mood. 'You know, I was slightly nervous on the way over here that the car might not live up to the hype, but I haven't been disappointed.'

'I've heard so much about the model over the years, but I'm glad to say that it has lived up to the build-up and more – it's a true performance car. Having had an E30 many years ago, I knew its general characteristics, albeit mine had a different engine type, but the throttle response and sensitivity felt quite familiar. That helped me feel at one with the car straight away.'

'The engine both surprised me and yet, based on what I'd been told, was what I expected it to be. You really do have to wring its neck to get the performance from it, which is something that you don't have to do with most other cars. You'd never tire of that. In terms of overall performance though, the Evo II's power-to-weight ratio is just right. It seems like a small thing but I also love the fact that compared to cars of today the steering requires a small amount of work when turning full lock at low speeds – for me, that's part of the joy of driving something like this.'

So, having been left shaking and stirred, wrestled with a modern classic Porsche and boogied both cross-country and in town with this Bavarian temptress, does the Evo II keep its place in Eoin's dream garage? 'It comes down to personal affordability – £100k is a lot to spend on a car I'd use a handful of times – but then, it is absolutely awesome. Since it's a dream car it definitely stays in my top ten list, because if I did have £100k to hand then after today I'd definitely consider buying one; it has great performance, aggressive Eighties looks and kudos, it sounds amazing, it's practical and it's comfortable even on a long trip. It really is a hell of a machine.'

'I'd been considering a Mazda MX-5 Mk1 for a bit of summer fun this year, but after this I think I'll need to strap a turbocharger to it. They say don't meet your heroes, but I'm not so sure – perhaps they weren't talking about an E30 M3 Evo II.'

EOIN MCKENNA'S CLASSIC CV

1989 DAIHATSU CHARADE GTT

'My first car – it was so light and quick. I blew the 1.0-litre engine up driving back from work and although I rebuilt it, it was never the same, so I moved it on.'



1997 TOYOTA STARLET GLANZA V

'A spottish Japanese import that I had for several years. As reliable as a Swiss clock and a great city run-around.'



1989 BMW 525i SPORT (E28)

'Crazy going into corners with a flick of the steering wheel – you really had to have your wits about you. Needed a lot of work, so sold to part fund an intergal trip across Europe.'



1993 NISSAN URVAN

'2.5-litre diesel beast bought with two friends in Australia; converted it to a camper and travelled two-thirds of the country. We saw its clock go over 600km. Great times.'



2006 VOLKSWAGEN GOLF MkV GTI

'Smart, respectable and comfortable. Reliable. I was forever fixing things, from coil packs to engine mounts – the list went on.'



(Want a Drive?)

Classic Cars will make a dream drive happen for one reader in every issue. Send us your list of the ten cars you'd most want to drive and why, along with a CV of the classic cars you've owned to classic.cars@bauermedia.co.uk. Be prepared for the photoshoot glamour of an early start and a long drive to get there.

NEXT
MONTH
LOTUS ELAN
PLUS 2



Join us in 2022

The Practical Classics Classic Car & Restoration Show Sale

Friday 18th - Sunday 20th March 2022
The NEC, Birmingham

The June Classic Car Sale

Saturday 18th June 2022
The Warwickshire Events Centre

The September Classic Car Sale

Saturday 24th September 2022
The Warwickshire Events Centre

The December Classic Car Sale

Saturday 10th December 2022
The Warwickshire Events Centre

Please see our website for viewing information, how to bid at our auctions or if you would like to consign a car to one of our sales.



Call **01926 640888**
or visit **www.classiccarauctions.co.uk**



The new UK market leading classic car auction house (part of the Silverstone Auctions Group)



High roller or eye roller?

Even with an unseemly interior, Corniche convertibles are attractively low-priced

I know I've tipped these before, but it wasn't long ago that £36k only bought you a Rolls-Royce Corniche convertible that smelled of roused animals and needed absolutely everything doing to it. But over the last couple of years values have been ebbing downwards to the point that these days if you're spending between £40k to £50k, you're in the game for a very proper convertible Corniche.

Just such a car presented itself at Bonhams' Bicester sale in December. A '78 Corniche II in a rare and lovely shade of Caribe Aqua with 35,000 miles, it sold for a premium-inclusive £36,000 - and that's a sum very close to what its long-term owner had originally paid back in 2009. In the intervening 12 years this gentleman had spent another £43,000 on the car with a respected specialist, making the car look the part - original,

shiny, and very well fettled. I thought it was a sensational bargain.

But that low price was probably down to its original and unsport interior. Special ordered from new in blue and white Savoy Parkatex velvet with door cards and dashboard covered in not-so-matching grey suede, it was an assault on the optic nerve. There is, as they say, no accounting for taste, especially it seems when very posh people order very expensive new Rolls-Royces. But even if you retrimmed the whole cabin in leather or replaced the unlovely velvet with a refreshed used interior, this otherwise very decent Corniche would still stand you at well under market money.

I'm not sure what's happening to values of these old fresh-air dreamboats. I sold

my black '73 for strong money several years ago and expected them to quietly keep on rising, but in reality they've done the exact opposite.

In last month's issue, Russ flagged up a growing weakness in post-war Rolls-Royce prices and it's getting quite concerning. In November, Artcurial in Paris sold a lovely '88 factory black left-hand-drive Corniche convertible with 38,000 miles, bills for £33k and a great history for just £44,800; and in August last year Silverstone sold a gorgeous warranted 30,000-mile Regency Gold, chrome bumper '73 for £57,800. I can remember when something with that desirable combo of year, mileage and colour would have made £80k. Can they fall further? Watch and wait.



'Even if you replaced the unlovely velvet, this Corniche would stand you at well under market money'





Super Snipe is ripe for a swipe as a cool P5 alternative

once had a conversation with Chris Evans on why the rotund Sixties Humber Super Snipe has always been a wallflower. We both agreed that they were unfairly unregarded, overshadowed by slinky Jags and ministerial Rover P5s, and to those who know were outrageous, ocean-going bargains. Chris had just bought a mint one, was loving the wait factor and telling everyone he met about the car's party trick – that cunningly concealed petrol filler cap.

Trouble is, a full restoration has always been a labour of love that never, ever involves the shrewd and humourless adding up of numbers on a calculator, so nice survivors are ultra-rare. The DVLA says there are fewer than 50 Super Snipes registered on its database and I'd guess that very few of those are either mint original or restored. Which is why

Bonhams' very lovely dark blue 1964 Series IV, sold in December for £8437, caught my eye.

For such a splendid condition Super Snipe with 45,000 miles, auto with power steering and previously retailed by the fanatically perfectionist Hurst Park, this seemed ridiculously cheap. Originally supplied new to coachbuilder Arthur Mulliner with a specially-fitted division, it had Lord Harris as a previous owner, so there was even a sprinkling of noble provenance too.

Just out of 17-year ownership, it was one of those cars that makes siren calls to me because of its sheer old-fashioned value. I think we should watch these 1958 to 1967 Humber, especially the later twin-headlamp, disc brake, automatic, 3.0-litre Super Snipes. And I totally get why Mr Evans has become a Super Snipe aficionado. I think I could be, too.

VALUE 2015
£6750
VALUE NOW
£9500



Online sale sees Morgan's Plus 8 taking the wrong line

How much for a two-owner, 6000-mile Morgan Plus 8? Considerably more than 21 grand is the answer. That's how the market valued Brightwells' lovely period brown Plus 8 with a warranted 6846 miles and 43 years with the last owner. Complete with the original 1978 selling invoice from Malvern Sports Cars, 18 old MoTs and multiple servicing invoices, this was the sort of Morgan you dream about, but never find. It sold for a premium-inclusive £21,392. I can remember a time when such a tiny-mileage, museum grade, Seventies Plus 8 would have been the talk of the market and sell for an easy £60k to £70k.

Don't get me wrong, the Plus 8 has never been the bellwether of the classic car market, but when something so intrinsically perfect and desirable fails to make its money, you scratch your

head. Last year, Historics sold the restored but unremarkable cream '77 above, without that mouth-watering mileage, for £36,244, so Brightwells' example was amazingly reasonable.

This could have been a fluke – a Christmas, online, aberration – or perhaps it's a sign of a more serious demographic shift. We know Morgans have been coming off the boil for a while, but when you think about it, there can't be many millennials or Gen Zs interested or connected to old school, trad Brit V8s

like this one. If you fancy some proper tail-sliding mischief, then you'd go for an M3 or an AMG 6.3. You wouldn't buy something with a ladder chassis and wooden body frame. That £21k may not become a new benchmark for the best Seventies Plus 8s, but it will certainly have put the cat among the pigeons.

VALUE 2016
£22.5k
VALUE NOW
£30k

ASK QUENTIN

Aspirational dilemma

I have a Porsche 993 Cabriolet manual with 74k and a 2004 996 Tiptronic with 56k, both in superb condition. But I have always promised myself an E-type. However, over the last two years my car has increased in value while the Jag has remained relatively static. Should I wait longer to increase my buying power?

Andy Baguley

E-type prices have softened considerably over the last few years, so the finest restored or original cars are much better value – but in time, prices for this enduring icon will strengthen again. Watch the market, study the variants, drive them all, then search for the rarest model in the best, forensically detailed and correct condition to find the E-type you really like and that will be a solid investment.

Quentin Willson

Sell the BMW or Merc?

My 61-plate Mercedes Benz E Class Coupé E500 Blue Efficiency Sport Edition 125 is a relatively rare car. I was led to believe, because it has a 4.7 turbo V8, instead of the 5.5 normally aspirated V8s. I also drive a 62-plate petrol BMW 535i. While the BMW is cheaper to maintain, will the Mercedes be more inclined to appreciate?

Pieter de Lange

I'd sell the Mercedes, they've never really become that coveted. The 535i has become a bit of a legend in its own right and is a really quick, supple, capable machine. I'm not sure either will be a sound investment, but the BMW should appreciate less.

Quentin Willson

Keep the Porsche or the Jag?

I have a 1995 Porsche 928GT5 auto with 46k miles and a 1994 Jaguar XJS V12 6.0-litre convertible with 32k. One has to go but which has the better chance of appreciation in the medium to long term?

I also have a 2002 Mercedes SLK32 AMG with 44k miles. Does it have much of a chance of appreciation?

Mark Green

The medium to long term financial appreciation of the Porsche is likely to be greater than the Jaguar. Now is a good time to sell the XJS. The SLK32 AMG is a wonderful pint-sized weapon and still has some appreciating to do, so hang on to that.

Quentin Willson

NOT SURE
WHETHER NOW'S
THE RIGHT TIME TO
BUY, SELL OR HANG
ONTO THAT CLASSIC?

Email classic.cars@bauermedia.co.uk with 'Ask Quentin' in the subject line.

SUBSCRIBE
TO CLASSIC
CARS FROM
JUST £4.20
PER MONTH



SEE PAGE 36 OR ONLINE
greatmagazines.co.uk



Formby's flier

It turned out nice again at ACA auction

A 1959 Jaguar Mk1 3.4 once owned (and crashed) by entertainer George Formby hit the headlines at Anglia Car Auctions' 2022 opener. It sold for a remarkable £88,776 – way over the £30k-£50k estimate – despite being an older restoration and currently a non-runner. It had, however, been reunited with Formby's 'GF 2' plate. And that crash was only minor, though it made the news at the time.

It was far from the only story though, at a strong two-day sale. Early results show 187 of the 216 cars sold on the day, an 86.8% sale rate, though post-sale deals are expected to make that nearer 90% – matching that achieved by SWVA the day before. Other notable results include the Ford Zodiac featured below and a one-owner Lancia Beta 1400 saloon that, despite imperfections, made £10,412 – way over its £4500-£6500 estimate. Series I Betas are scarce.



Offering more than a quarter of the lots at no reserve helped bolster ACA's result, but the significant figure is for cars that beat their estimate. After no auctions for more than six weeks there was plenty of pent-up demand.

George Formby's Jaguar – unlikely not included



Market indicators What look like crazy prices are being paid for Fifties and Sixties British classics



▲ 1966 Jaguar E-type Si 4.2 £142,189

Bonhams, Arizona, 27 January

This certainly wasn't a car for the purist. Alongside a restoration that kicked off over 20 years ago, it had been upgraded with electronic fuel injection, five-speed box, Wilwood brakes, aluminium radiator and competition alloy wheels – amongst other things. That can put off a lot of potential buyers, but in this case there were still enough enthusiastic drivers about to push this car over its healthy top estimate.



▲ 1964 Ford Zodiac MkIII £19,728

ACA, Norfolk, 29 January

It was this car's superb presentation that did the talking and got bidders into a frenzy. It had to be because it came with scant pre-2019 history, glassfibre front wings, and an unexceptional (and unwarranted) 85,459 miles on the clock. On the plus side it did have the rare floor-mounted gearshift. But it is still a massive result for a car we had a top book value of £14k for and ACA had estimated at £8000-£10,000.



▼ 1955 Lancia Aurelia B24S Spider £701,500

RM Sotheby's, Arizona, 27 January

How fortunes change in the classic car market. Three years ago an Aurelia Spider America this good would have been touted in the £900k-£1m range. They were hot property. This one has the rare hardtop, was restored 20 years ago, then \$108,000 was spent more recently on 'freshening up'. But those past values now look like ancient history. This result wasn't a surprise – it's just where these fine cars have fallen to.



Arizona auctions bring big rewards

Dustin Hoffman's Rain Man Buick smashes pre-sale estimate

The traditional season-opening sales bonanza held in January around Phoenix, Arizona was almost back to normal this year. This is a popular event with most of the big auction hitters in play, and it provides a useful pointer to the coming year's market trends.

After last year's Covid disruption, Bonhams and RM Sotheby's were back in town with live auctions, only Gooding choosing to stick to a timed online sale, but with the lots on display in town for potential bidders to peruse. It did downplay things a little though, with only 57

cars on offer – well down on its usual chunky catalogue.

Bonhams put up 89 cars and sold all but six of them for the best sales rate of the week – a very impressive 93.3%. Its star lot was one of the two 1949 Buick Roadmaster Convertibles used extensively in the 1988 film *Rain Man*. It was acquired after the shoot by Dustin Hoffman and kept by him ever since. Given its star status, Bonhams expected it to make \$150–250k, despite looking rather tired. It sold for a whopping \$335,000 (£250k). For comparison, a regular Roadmaster in this condition might be worth \$45,000.

RM offered 84 cars and sold 74 (a rate of 88%). Notably, 36% beat their estimates, higher than the 28% at Bonhams. Top RM lot was an alloy-bodied Merc 300SL Gullwing that went for an about-right \$6.825m (£5m). Two years ago it may have struggled to find a buyer.

Gooding's smaller sale saw 86% of the lots find new homes, with a slightly lower but still strong number of 22% beating estimate. All in, the figures tell us that the market is definitely on the up again in most sectors, backed by the first UK sales figures for 2022. It's set to be an interesting year.

IN THE TRADE



AC ACECA 'COBRA' OFFERED

Though Shelby did build a few Daytonas for racing, many think there should have been a Cobra version of AC's Aceca coupé. In the early Eighties, Swiss AC enthusiast Werner Oswald did just that. Combining a tired Aceca body with an AC 428 chassis, he added a 400bhp 5.0-litre V8 and this was the result – just how he thinks a Shelby version would have looked. Now restored, Oswald's 'Aceca Cobra' is being offered at *Historics*' sale on 12 March.



RÉTROMOBILE POSTPONED

Following our report last issue on exhibitors withdrawing from the event, the decision was made to postpone this year's *Rétromobile* show in Paris. This will allow more time for restrictions to be relaxed. The show will now take place from 16–20 March, still at the Paris Expo, Porte de Versailles. Artcurial's sale, traditionally held during the show, has been moved (unlike the Bonhams and RM sales that went ahead off-site) to 18–20 March. See *retromobile.com*

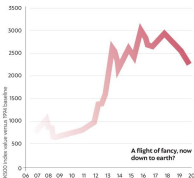


WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Lancia Aurelia B24 Spider



K500's Simon Kidston describes this as 'a spartan, sporty roadster with the ethos of the Ferrari 250GT California Spider, predating it by several years. It's the most valuable production Lancia, visually similar to the later, more affordable B24 Convertible. The Pininfarina styling, revvy V6 and shorter wheelbase made the open version of the Aurelia a desirable accessory in hot places the world over. LHD is worth more than RHD, and rare original colours command premiums. Values have fallen far from \$2m paid in 2016.'



AUSSIE LEGEND AT CCA

The Bathurst 500-winning Holden LJ Torana GTR XU-1 is part of Australian folklore. Classic Car Auctions is to offer one of the 200 homologation specials at its 20 March sale at the NEC. Powered by a 190bhp 3.3-litre straight-six, this is believed to be the only example in Europe and was brought to the UK in 1976. It has sat unused since 1982, so needs full restoration despite having covered just 50,757 miles. The paint is still the original factory 'Strike Me Pink'. CCA has given it an estimate of £45–50k.



MILLE MIGLIA CLASSIC CHRONOGRAPH

Since 1988, Chopard has been the historical partner and official timekeeper of the fabled Mille Miglia, the world's most beautiful car race. Proudly created and assembled in our Manufacture, this unique 42 mm-diameter chronograph showcases the full range of watchmaking skills cultivated within the Maison Chopard.

Chopard

THE ARTISAN OF EMOTIONS - SINCE 1860



Feuerwehr sale

RM to offer exceptional Gullwing. But will it finally leave California?

Any 300SL 'Gullwing' is a special car, though some are just that bit more special. And if you want to play a game of Gullwing Trumps, this is car to do it with. It has been owned by the right people (just five of them), only cared for by the right names and always lived and been a part of the old car scene in Southern California since it rolled out of Mercedes-Benz of Hollywood in 1955. During those 67 years it has amassed just 18,650 miles.

It was originally in special-order Low Gloss Light Blue Metallic (DB 353) with a red leather interior and still was when first owner Knox Ferrand – attorney and former president of the Automobile Club of Southern California – sold it to famed car collector Bruce Meyer in 1974. At the time what was said to be a world record \$15,000 (£6250) changed hands. Yes, that does look cheap now; and indeed, to put it into context, you would have needed more than that to buy a new 280SL at the time.

Meyer had bigger plans (and a bigger budget) though. He loved the car but not the colour so paid top California bodyshop Junior's House of Color \$25,000 to re-paint it in period-correct Fire Engine Red (DB 534) in 1979. Then the interior was re-trimmed in tan leather using hides sourced from Mercedes-Benz to better suit the new paint. After that it hit the show circuit and is said to have won every event entered. Meyer also added one of the most sought-after Gullwing options – Rudge-style wheels.

He kept the car for 27 years after which point another top Californian collector, publishing magnate (*Hot Rod* magazine, etc.) Robert E Petersen finally prised it out of his garage. Petersen retained the car until his death in 2007 at which point it joined his Petersen Automotive Museum collection (though was rarely displayed there) where it remained until 2013.

Since then there have been two more well-heeled California owners, the current of whom invested \$100k in refurbishing the



paint and interior just four years ago – again handing the job to Junior's House of Color. Maintenance has been looked after by 300SL specialist Rene Luteraan of Van Nuys Sports Car Service for a long time. There truly isn't a hair out of place on this car – it remains of show-winning standard.

RM Sotheby's will be offering it to the market at its Amelia Island sale in Florida on 5 March.

So what might it take to acquire one of the finest Gullwings on the planet, with all that blue-chip provenance? RM is being as tight-lipped as a guilty politician, stating only 'enquire.' But in what once again appears to be a rising market for these cars – with recent results for freshly restored examples as high as \$2.6m (£1.92m) – this one has to be in the \$2.0m-2.5m (£1.5m-£1.85m) range at least. An even higher figure would not be a surprise. The big question is – will it be heading out of California this time?

For more information, see rmsothebys.com

With Rudge wheels, serious provenance and a striking (albeit non-original) hue, this Fire Engine Red Gullwing will have blue-chip car collectors on high alert come March



A Riley to rally round

▲ 1937 Riley Sprite TT

For sale at Bonhams, Amelia Island, March 3, bonhams.com

Why buy it? This little Sprite has some serious history. A works team car, it was Riley's sole entry in the 1937 Monte Carlo Rally and finished third. In fact in all its 14

pre-war race and trials outings it never finished lower than third. Since restored, it would be a welcome entrant at any event. No estimate was available at the time of going to press, but a sister car made £133,660 at Goodwood in 2014 – and that was a project.

Estimate Tba



▲ 1950 Rover P4 75

For sale at Manor Park Classics, Cheshire, March 12, manorparkclassics.com

Why buy it? A superbly restored example of Rover's original P4 'Cyclops', with the centrally mounted spotlight that gives these cars their nickname. It is said to be the finest example in the world. This could easily make more than its estimate and still look a good buy.

Estimate £14,000–£18,000



▲ 1983 Ferrari 308GT5 Quattrovalvole

For sale at Silverstone Auctions, London, 5 March, silverstoneauctions.com

Why buy it? One of the 233 QVs sold in the UK. Cared for by the same family for 20 years, it has factory-option 16in Speedline alloys, deep front spoiler, sports exhaust and aircon. With detailed history, 63,000 miles and recent new cambelt. **Estimate** Tba



▲ 1966 Ford Anglia 1200 Super

For sale at Charterhouse Auctions, Somerset, March 2, charterhouse-cars.com

Why buy it? From a deceased estate, this rare 123E was the pet project of a professional panel beater – and all that love shines through. It has the hubcaps missing in the photo, but will require recommissioning. Expect it to still top £10k.

Estimate Tba

UPCOMING SALES

Please confirm sale status with auction house websites before making arrangements

FEBRUARY

Wed 16, Herefordshire. Brightwells' Classic & Vintage, Leominster, timed online. brightwells.com

Sat 19, Perth. Morris Leslie Classic Auctions, Enrol Airfield. morrisleslie.com

Tue 22, Surrey. Barons Auctions' Winter Classic, Sandown Park, Esher. barons-auctions.com

MARCH

Wed 2, Somerset. Charterhouse Auctions, Haynes Motor Museum, Sparkford. charterhouse-cars.com

Thu 3, Florida, USA. Bonhams, Fernandina Beach Golf Club, Amelia Island. bonhams.com

Fri 4, Florida, USA. Gooding & Company, Racquet Park, Amelia Island. goodingco.com

Sat 5, Florida, USA. RM Sotheby's, Ritz-Carlton, Amelia Island. rmsothebys.com

Sat 5, London. Silverstone Auctions' Season Opener, RAF Hendon. silverstoneauctions.com

Thu 10, Dorset. Vintage & Classic Auctions, The Old Gas Works, Stalbridge, Dorset. dvca.co.uk

Sat 12, Berkshire. Historics, Ascot Racecourse. historics.co.uk

Sat 12, Cheshire. Manor Park Classics' sale, Runcorn. manorparkclassics.com

Wed 16, Cambs. H&H Classics, Imperial War Museum, Duxford. handh.co.uk

Fri-Sat 18-19, North Yorks. Mathewsons, live online, Thornton-Le-Dale. mathewsons.co.uk

Fri-Sun 18-20, France. Artcurial, Rétromobile 2022, Salon Rétromobile, Paris. artcurial.com

ANGLIA CAR AUCTIONS

SATURDAY SUNDAY
2 & 3
APRIL

WATCH LIVE ON
**YOUTUBE
& ONLINE**
SEE WEBSITE
FOR TIMINGS

CALL US ON 01553 771881 OR VISIT
angliacarauctions.co.uk

SELLER'S FEE 6%, BUYER'S FEE 8% | FREE STORAGE | NATIONWIDE TRANSPORT

SALES FROM OUR JANUARY CLASSIC

ALL PRICES INCLUSIVE OF BUYER'S PREMIUM



1984 RENAULT 5 TURBO 2

SOLD FOR: £68,150



1985 FORD CAPRI 2.8 INJECTION SPECIAL

28,460 miles from new

SOLD FOR: £42,660



1975 FERRARI DINO 308 GT4

SOLD FOR: £36,720



1959 JAGUAR MKI 3.4 M/OD EX GEORGE FORMBY

SOLD FOR: £87,480



1996 FERRARI F355 GTS MANUAL

SOLD FOR: £78,840



ENTRIES INVITED FOR OUR APRIL AUCTION



Scrambled at Bicester

Sold-out first Scramble of the year rivalled established formal shows as Bicester Heritage businesses displayed their wares

With Bicester Heritage's pool of businesses expanding, and no word as yet on this year's London Classic Car Show, the Scramble possessed a range and number of classics to rival it, including some significant post-restoration show debuts.

Frazer Nash MM

On show for the first time following restoration, this shapely Frazer Nash hides a watery secret. 'Frazer Nash made ten MMs between 1948 and 1955,' said restorer Stephen Gentry, who had just completed its restoration. The MM was named in honour of Mille Miglia success. 'However, this one went to the US, where it raced at Sebring in the Fifties,' Gentry added.

The restoration of the bodywork was fairly straightforward because it was in relatively good condition, but there's an odd story with its engine, in that we had to recover it from the bottom of the sea!

'Back in the Sixties, the car was just a second-hand racer and the owner had already changed the engine, but kept the original cylinder block alongside the car, near where his boat was moored in the Florida Keys. At this time, the area received a storm surge warning, he needed to fit a second anchor to his boat to secure it, and the only thing sufficiently heavy to hand was the engine block. He threaded a chain through the bores, attached it to the boat and

dropped it to the sea bed – and it remained in use as an anchor until very recently. But the silt and sediments it was sitting in and the fact that it hadn't been exposed to air meant it was relatively free of corrosion, and restorable.'

Lotus 15

Displayed in a disassembled state in Classic Performance Engineering's workshop, it's the first time this ex-works Lotus 15, chassis 607, has been seen in the UK since leaving for Le Mans 64 years ago. 'We've got pictures of it at Le Mans in 1958, wearing number 26 and being driven by Graham Hill,' said restorer Martin Greaves. Hill drove the car in practice and qualifying, with his co-driver Cliff Allison starting the race, but the car lasted just one hour before the engine blew.

'It runs a very unusual setup, with two slanted two-choke SU carburettors,' said Greaves. They didn't give as much power as the Weber setup Lotus also used on the 15, but they gave improved fuel economy, which was better for long endurance races like Le Mans.

'After Le Mans, it was sold to South Africa, where we have photos of it racing later in 1958. By 1962 it was contesting sprint races on dirt tracks in Kenya with its bodywork removed and a new engine. However, the original engine was always kept with it, so the car thankfully remained a complete package.'

'It came to us as a barn find, bought by a racing driver. However, we've been



Frazer Nash's engine retrieved from the Atlantic

commissioned to restore it to be historically correct, not to compete in historic racing.'

Woods Gasoline Electric

Seen for the first time in the UK, mid-restoration with youth restoration skills initiative Starter Motor, this 1917 Chicago-built machine is an example of the world's very first hybrid-drive car, combining a 1151cc four-cylinder engine with 24 48-volt lead-acid batteries.

'It wasn't in production for very long, because Woods couldn't get investment,' said restoration student Callum Staff. 'It could do low-speed manoeuvres on electric power, getting out of the garage and stop-start traffic, and getting up to speed, and the petrol engine could be engaged for higher speeds. The propshaft runs through the electric motor's magneto drive, making it self-charging when the petrol engine's in use.'



Bicester capitalised on pent-up desire to show off fresh metal

'The electric drive is controlled via a hand throttle on the steering wheel. There is a single pedal – the brake – with a starter button for the four-cylinder petrol engine, and a simple gear lever, forward and back.'

Fellow student Adam Townsend explained its history: 'It cost \$2650 when new, and this one was exported to New Zealand where it was used as a taxi,' he said. 'It went to a museum in Berlin in the Eighties, but the museum caught fire and a beam fell on the car, crushing it and destroying the original coupé bodywork. The current owner brought it to the UK and rebodied it but never put it back on the road – he donated it to Starter Motor so we could do just that.'

McNamara Sebring MkIII

Shown for the first time in its original 1969 specification, this unusual Formula Ford has a connection to a dark unsolved mystery of the motor sport world. 'I finished rebuilding it yesterday,' said Gary Thomas of his McNamara. 'I bought it five years ago – it had been turned into a Formula Three car.'

'Nobody knows of its original race history. Given its build date – 1969 – I suspect it was built but not raced, because McNamara got a contract to build Indycars for Andy Granatelli of STP and abandoned its Formula Ford programme.'

'The same chassis was used for an F3 car, which was driven by Helmut Marko and Niki Lauda. It didn't meet with a great deal of



Ex-Le Mans Lotus 15 back in the UK after 64 years



Student-rebuilt four-cylinder hybrid... from 1917



Freshly restored McNamara Formula Ford

success, and Lauda retrospectively criticised it when he got involved with March, but it has a very responsive chassis, and the shape of the nose was carried over to the Indycar, which Mario Andretti finished sixth with in the 1970 Indianapolis 500.'

Francis McNamara was a Germany-based US Army Lieutenant, and Formula Vee driver, dissatisfied with his car, so he founded McNamara Racing in Lengries, Bavaria, to build his own with designers Dan Hawkes, Jo Karasek and Gustav Brunner.

After his contract with Granatelli turned sour, McNamara supposedly sued STP for non-payment. The case was dismissed, McNamara Racing was closed down and the banks recalled his loans. Francis's wife Bonnie then died in mysterious circumstances, Francis disappeared, and Interpol has been unable to find him since.

RTV

This imposing 4x4 was on display for the first time at SU's premises. It's an RTV – Rough Terrain Vehicle – made in 1983 as a low-impact utility vehicle, explained owner Mark Burnett. 'It has big fat wheels that don't impact the ground too much, but the interesting thing is the two-part body that pivots around a central bearing.'

RTV tried several engines; this one has a BMC A-series, mounted longitudinally with driveshafts running front and rear to Triumph Herald differentials. It has Mini disc brakes, steering column and rubber cones, but no dampers.

'They were made until the mid-Nineties. A Russian military contract that looked likely never came, so production ended. This one's previous owner had restored it to use on grouse shoots.'

'It's very low-geared. I'm desperate for it to snow so I can go out rescuing people with it!'



This 1983 RTV is road-legal; top speed 20mph

WIN TICKETS TO PRESCOTT HISTORIQUE!

We've teamed up with the **Bugatti Owners' Club** to give one lucky *Classic Cars* reader the chance to win tickets to the inaugural Prescott Historique event on **Saturday 28 May 2022**



The Historique celebrates the history and heritage of speed hill climbing at Prescott, with cars from the early 1900s right up to the 1980s. As well as the cars and bikes on the hill you will also find VIP celebrities, a trade village and a number of other surprises.

The Bugatti Owners' Club is pleased to offer the chance to win a money-can't-buy prize. You could be in with the chance of winning one Family Ticket (2 adults, 2 under 16s) to the historic and beautiful Prescott Speed Hill Climb on the Cotswold borders, a Bugatti Owners' Club goodie bag and a VIP ride up the hill.
(Please note, the passenger ride up the hill is for adults only.)

To enter, simply visit

WWW.CLASSICCARMAGAZINE.CO.UK/PRESCOTTHISTORIQUE
to be in with a chance of winning. Good luck!



TERMS AND CONDITIONS: the prize-draw closes at midnight on 19 April 2022. This competition is open to UK residents aged 18 and over. There is one prize consisting of a Family Ticket (2 adults, 2 under 16s) to the Prescott Speed Hill Climb, a Bugatti Owners' Club goodie bag and a VIP ride up the hill (for adults only). The winner will be the first person drawn at random from all valid entries after the closing date and notified by email within 10 days of the competition closing. The winner has 30 days to respond before an alternative winner is chosen. This prize may be offered in a limited number of other promotions. No purchase is necessary. To enter for free visit classiccarmagazine.co.uk/presscotthistorique. Full T&Cs can be found at www.classiccars.co.uk/competition-terms.html

Guts and Glory to John o' Groats

Supercar visionaries subject themselves to the UK's toughest rally



Designers and engineers working for firms including Porsche, Ferrari and Volkswagen took to much humbler machinery than they're used to in order to take on LE JOC – the Lands' End to John o' Groats rally – in December. Weather even more punishing than usual saw no fewer than 15 retirements from the 70-strong entry list. Classic Cars caught up with competitors at Birkenhead's Hooton Park racetrack.

Mini Cooper

'This is this car's, and my, first LE JOC,' said Dick Appleton of his Mini Cooper. It always was a rally car, contesting club events when it was new, originally as a 970cc car, but it was converted to 1275cc in 1968. I bought it in 1971, but prior to that it was rallied by Tim Martin, grandfather of Richard Minter, who now runs Malcolm Wilson's M-Sport team.

'Martin drove it on rallies in the South West, winning trophies in it – I have photos of it in action back then. I used to do road-rallies and autorallies in it myself. But I've driven the course car on LE JOC for years,

and thought I'd attempt it in my Mini before I'm too old!'

Alfa Romeo GTV

'It's my daily-driver, and now it's a rally car – this is its first rally,' said Michael Mick. I'm usually based in Modena, preparing cars for Ferrari Corsa Clienti. I'm also responsible for the XX department, which deals with extreme track-day cars, and we look after Formula One cars more than three years old, which can be sold to private clients.

'But Alfetta GTVs are my passion! This car is close to standard. It's a 1978 example with a 1.6-litre engine, and completely different to drive from my Group 2 GTV, because the specification cannot be changed for LE JOC. I've made no modifications beyond spotlights and Konig dampers. But what a lot of people often don't realise about these Alfes is how reliable they can be if looked after – the engines can last 300,000 kilometres between rebuilds.

'Why didn't I bring a Ferrari? A Ferrari wouldn't last on this rally!'

Citroën BX Sport

LE JOC 2021 was the first-ever rally for this rare Dutch-registered

Citroën BX Sport, a model not originally sold in the UK. 'It's essentially a BXGT, 1.9 double-carburettor model, but made sportier and faster,' said owner Florian Eleng. 'It also wears a wide-body kit that looks similar to, but isn't the same as, the BT 4TC Group B rally car. It's essentially inspired by the 4TC. It wasn't homologating any parts from it.'

This one sat in a shed in Rotterdam for 20 years. The owner had always intended to restore it, but never did. When he died, his son sold it to me. I've had it two years now. It was restored in time for last year's LE JOC, but obviously that ended up being cancelled.'

Porsche 911 Crosslap

This restored Porsche, tackling LE JOC for the first time, is the personal creation of Porsche Design Managing Director Roland Heiler. I bought it from California five years ago – I was looking for a winter car! said Heiler. I was involved in the design of Porsche's 1972 Black Watch 1 rally chronometer – which will be coming back soon, incidentally – although the colour of this car was purely coincidental. The



Cooper has 51st rally history

Crosslap is the 911 reimagined as a winter rally car – its only main event before this has been the Grand Prix Ice Race at Zell am See in Austria, the revival of a race that took place on a frozen lake. Zell am See, also, was the ancestral home of the Porsche family.

I was in Porsche's car design studio for a very long time, involved in the designs of the 944 Cabriolet, 928 GT5, and also ran Porsche's Californian design studio from 2000 to 2005, during which time I did the Carrera GT show car. Most people aren't aware that the Carrera GT's design history began in America, and not Germany.'



Ferrari's Michael Mick's Alfa GTV



BX Sports weren't sold in the UK



Designer Heiler's bespoke Porsche

The PC Resto Show will be returning to the expansive halls of the NEC after a two-year hiatus



PC Resto Show returns

Innovations await re-emerging *Practical Classics Classic Car & Restoration Show*, set to return with gusto 18-20 March

The biggest display of barn finds in the UK, a radical set of live shows, and a small car restored for a big cause will feature at the Practical Classics Classic Car & Restoration Show with Discovery+, which will be returning to Birmingham's NEC on March 18-20.

The Live Stage, as ever playing host to celebrity interviews and restoration debuts, will effectively quadruple, surrounding the audience with four stages as live work on restoration projects continues, new restorations are unveiled and the topics of buying, selling and restoration are discussed.

In addition, there will be opportunities to meet the Practical Classics team and pick up practical restoration skills that you can take home and use yourself. This year, the PC crew will be restoring its 'Rebel With A Cause' - a rare Reliant Rebel van - live on stage, with the intention of driving it through hospitals throughout the UK before auctioning it off in aid of National Health Service charities.

It's an opportunity to give something back after two very tough years, said Practical Classics editor Danny Hopkins. 'Not least because we've been unable to - the Restoration Show was affected



Reliant Rebel van will be restored live on stage

worse than other shows, because it was one of the first to be cancelled in 2020 as the first Covid lockdown struck, and the way the lockdowns continued meant it missed out on 2021 as well. So expect a lot of project cars that have spent a long time under wraps waiting to be seen.'

Tickets cost from £25 in advance and £26 on the door, although there is a chance advance tickets will sell out, so it pays to book early. Go to nece restorationshow.com to buy yours.

The Rebel restoration will be found in the Work in Progress section of the Classic World stage area



Hazel Chapman, 1927-2021



Hazel Chapman, the racing driver, Lotus co-founder and wife of Colin Chapman, has died aged 94.

Born Hazel Williams, she met Colin Chapman in 1944, their shared interest in motor sport and trialling in particular leading to Colin using her parents' lockup garage behind their house in Hornsey to build the very first Lotus in 1948.

Hazel played multiple roles in the early days of Lotus. She was the marque's first test-driver, drawing on track and trialling experience to develop the Mk1 and Mk11 via 750 Motor Club Formula racing. Her competition successes with the Mk11 in particular led to further commissions from customers.

She provided Colin with a £25 loan to set up Lotus as a limited company in 1953, married him the following year, and took board membership across the Lotus companies - Team Lotus, Lotus Cars and Lotus Components. She signed off every Lotus road-car design before its public unveiling.

Effectively operating as the business brains behind Lotus, Hazel helped save the firm after Colin's death in 1982, arranging an equity sale to British Car Auctions to keep the company afloat.

She also drew on her experience as a racer to mentor every Lotus F1 driver, and remained on the board of the F1 team after Colin's death until 1990. In 1994, she became director of Classic Team Lotus.

Shunji Tanaka, 1946-2021



Shunji Tanaka, the industrial designer who shaped the Mazda MX-5, has died aged 75.

Tanaka worked in Mazda's design department from 1971, ultimately managing both the MX-5 roadster and 929 saloon design projects simultaneously. Finding Mazda's Californian-styled MX-5 proposal too overtly American, Tanaka removed much of its bulk and added more delicate touches. The resulting 'smiling' nose of his design was inspired by Japanese Noh masks, and Tanaka's inputs also included the iconic finger-pull doorhandles and Tatami-mat-inspired seat fabrics.

After completing the MX-5, Tanaka became design director at Kawasaki, introducing the Japanese motorcycle marque's bold colour schemes and designing iconic bikes including the Z1000 and ZX-10R Ninja.

A MAJOR AUCTION OF 180 FINE CLASSIC & COLLECTOR CARS

THE ASCOT SPRING CLASSIC

SATURDAY, 12TH MARCH

Fine entries include:
1972 AC ACECA COBRA
Unique & highly collectible
Estimate: £175,000-£200,000



ASCOT RACECOURSE ASCOT, UK

VIEWING DAYS
Wednesday to Friday
9th-11th March
9am-5pm each day

Please visit the website for full details
of the regularly updated entries
and to register to bid in-hall,
by phone and online

THE SALE
Saturday 12th March
Commences 9.30am
Doors open 8.30am

+ 44 (0)1753 639170 | auctions@historics.co.uk | www.historics.co.uk

 **HISTORICS**
AUCTIONEERS



International-travel difficulties made a February *Rétromobile* untenable – it's now scheduled to go ahead on 16-20 March

March-April 2022

After a quiet February, events season is back on

March

3-5 Sydney Harbour Concours
Sydney, Australia
sydneyharbourconcours.com.au

3-6 Amelia Island Concours
Amelia Island, Florida, USA
ameliaconcours.com

5 John Harris Trial
Ashover, Derbyshire
vsc.co.uk

11-13 Antwerp Classic Salon
Antwerp, Belgium
antwerpclassicalsalon.be

11-13 Phillip Island Classic
Phillip Island, Victoria, Australia
phillipislandpoint.com.au

16-20 Rétromobile
Paris, France
retromobile.com

18-20 Practical Classics
Restoration Show
NEC, Birmingham
necrestorationshow.com

19 Herefordshire Trial
How Caple Court,
Herefordshire
vsc.co.uk

19 Equipe GTS Brands Hatch
Indy Brands Hatch, Kent
brandshatch.msv.com

21-24 Retro Classics Stuttgart
Stuttgart, Germany
retro-classics.de

23-27 Techno Classica Essen
Essen, Germany
siha.de

26 HERO Challenge One
Chester, Cheshire
heroevents.eu

27 Le French Fest
Santa Pod, Northamptonshire
santapod.co.uk

April

1-3 Flying Scotsman
Northumberland-Glenes
endurorally.com

2-3 CSCC Snetterton
Championships
Snetterton, Norfolk
classicsportscarclub.co.uk

2-3 HSCC Club Car
Championships
Brands Hatch, Kent
brandshatch.msv.com

3 Simply Aston Martin
National Motor Museum,
Beaulieu, Hampshire
beaulieu.co.uk

9-10 Goodwood Members'
Meeting
Goodwood, Sussex
goodwood.com

12 Caydon Gathering
British Motor Museum,
Caydon, Warwickshire
britishmotormuseum.co.uk

15-16 Formula One Weekend
Donington Park, Leicestershire
doningtonpark.msv.com

16 VSCC Cadwell Park
Cadwell Park, Lincolnshire
vsc.co.uk

18 Equipe Classic Car Racing
Snetterton, Norfolk
snetterton.msv.com

21-23 Salon Privé London
Chelsea, London
salonprivelondon.com

21-30 London to Lisboa
London to Lisbon, Portugal
heroevents.eu

22-24 La Jolla Concours
d'Elegance
La Jolla, California, USA
lajollaconcours.com



COFFEE MEET OF THE MONTH

SUNDAY WORSHIP

What is it?

A somewhat exclusive cars-and-coffee meet, open to 'owners of classic, sports, super, hyper, prestige and performance cars only', hosted close to Loch Lomond – and some of the most stunning driving roads in the country. Don't be put off by the remit – here 2CVs rub shoulders with Lamborghinis – it's more to do with the space available.

Where is it?

The But & Ben pub, in the village of Croftamie, just north of Glasgow – G65 0EU

When is it?

Next meetings are 6 March, then 1 May

How much is it?

£10 per person in advance – but that includes breakfast and a reserved parking space for your car. Go to classic-car-tours.com to book your slot.

Struggling to get to the shops? There are still three ways to get a copy of *Classic Cars*

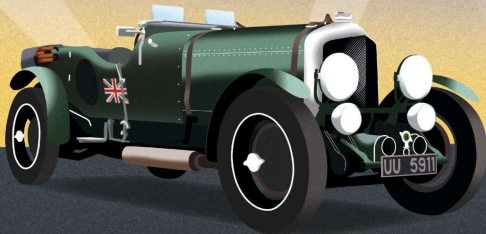
SUBSCRIBE - DIGITAL DOWNLOAD - SINGLE COPY DELIVERED

Visit classiccarsmagazine.co.uk to buy today

Available in our IWM Duxford
Auction, 16th March 2022:

1929 Bentley Speed Six
'Le Mans'-style Tourer

Estimate: £500,000 - £600,000*



Trusted Motorcar Auctioneers Since 1993

Why risk selling your classic with anyone else?

sales@HandH.co.uk | 01925 210035 | HandH.co.uk

85% Sales Success Rate • Stunning Auction Venues • International Client Base
Swift and secure payments to sellers for almost 30 years • Live and Online

*All hammer prices are subject to the following Buyer's Premium: Motorcars - 12.5% plus VAT



16th March 2022
IWM, Duxford

An Auction of Classic &
Collector Motorcars



27th April 2022
Pavilion Gardens, Buxton

An Auction of Classic &
Collector Motorcars



24/7 Online Auction
www.HandH.co.uk

Rolling timed auctions of
Motorcars & Motorcycles

Barn finds



Nearside wing dents were only obvious damage to a well-preserved body



Three downdraft Solex carbs help summon 100mph



Interior was retrimmed but timber is intact



Spare wheel still in place after decades left untouched

Hood folds flush on the Roadster, the most valued 300S variant



SEND US YOUR BARN FINDS - BEST ONE WINS £100

Globetrotting Merc to go green?

Rare unrestored 300S Roadster on the move again after a 20-year slumber

A 1953 Mercedes 300S Roadster has emerged from a garage in New Jersey after a beginning in Europe, export to Venezuela and a first discovery in the Seventies by a New York resident, who brought it home. The glamorous 300S was used on special occasions up to a few decades ago, at which point it was laid up in the garage, which belonged to a friend of the long-time owner.

Today it appears to have survived well, though a long-ago repaint and new upholstery mean it's not as original as it might be. Traces of the previous paint show it appears to have been finished in a stunning light green metallic when new. Original chrome and brightwork remains,

as does much of the glass. The cabin timbers have lasted well, despite the sweaty spell in Venezuela, and the factory Becker Nürburg radio is still present.

Mercedes introduced two prestigious new models in 1951, the 300A saloon and the 300S, which was offered as a Coupé, a Cabriolet or a Roadster with a roof that disappeared under a cover, flush with the body line, as seen here. The 300S was four inches shorter than the saloon but used the same 2996cc, ohc straight six, only with three Solex carburetors and 150bhp. In that specification this heavy, hand-built car was capable of sailing comfortably past 100mph. It was aimed largely at the affluent market across the Atlantic and many of the 760 300S and

later SC variants went to America. Of that number, only 141 were Roadsters.

All 300S and SC models have been recognised as valuable classics for a long time, meaning almost every example has been restored – in many cases more than once. This car, given a colour change and new hide when it was still just a second-hand Mercedes, must be one of the last unrestored examples anywhere. After 49 years in the same ownership, it was recently removed from its garage and consigned to the Bonham's Scottsdale Auction in Arizona on 27 January estimated at \$375k-\$475k.

It sold for a top-estimate \$472,500 (£352k), almost sensible money when really good examples fetch \$750k.

Unlikely British bedfellows formed family collection

Buy a new car and keep it for 58 years, and the chances are it will have become a classic. That's certainly how buyers will see the Jaguar Mk2 removed from a barn near the Derbyshire village of Repton.

The late owner, Peter McManus, bought the manual 2.4 Mk2 in 1964. According to auctioneer Charles Hanson, he always treated the car more like a classic than a daily driver: 'It was only ever used on high days and holidays, - including some New Year trips to Scotland - hence its low mileage of 50,000,' says Hanson. 'Even when it went to Scotland, it was carefully garaged away while they were there. The family even took two cars on the trips north, with Dad driving his beloved Jaguar while Mum followed in the family Mini.'

The Jaguar must have been laid up a long time ago, because it no longer appears on the DVLA computer. It seems to have survived in sound, dry condition with the load taken off the suspension and the car resting up on bricks, as was the family's other classic.

Its garage-mate was a 1922 Bullnose Morris Oxford two-seater, which has had only three owners from new, says Hanson. Peter bought it in 1963. He loved its simplicity and ease of use. His children recall their father driving them to a sweet shop in Rocester, Staffordshire, to buy Sherbet Fountains, and going on sunny picnics. The Bullnose was also used as a wedding car when Peter's daughter married.

It's not clear when the Morris was last used, but it looks close to running condition. Both cars will be offered by Hansons in March, with estimates of £20k-£30k on the Jaguar and £15k-£20k on the Morris, reflecting their low ownership and good provenance.



Bought new: one-owner Mk2 up on bricks



Re-trimmed seats but original elsewhere



100-year-old Bullnose close to roadworthiness



Looks like a toy but will take two teenagers

ATCO oddment attracts interest

The concept of training young drivers to develop basic skills and road sense before they're old enough to take a test is gaining ground, with several programs running around the country.

But it's not a new idea. In 1939, only four years after the driving test was introduced, Charles H Pugh Ltd offered the ATCO Trainer at a cost of £35. It was part of a package for schools that included a 68-page manual on the controls and mechanics of the car, and advice for driving in traffic. 'This one turned up from a family living just outside Newent, where it had been in the barn next to farmhouse for a very long time,' says

Rita Kearsley, whose saleroom, Smith's Auctions, recently sold this long-stored example of the original 200-odd that were made.

Powered by a 98cc ATCO lawnmower engine, the Trainer had a single forward gear and reverse, with conventional three-pedal controls and a top speed of 10mph. Before the program took off, war intervened and production ceased.

Kearsley continues, 'There's just about room for a couple of small adults. There's a starting handle between the seats and the engine is in the back.' Not currently running and estimated at £3000 to £5000, it sold for an impressive £8500.



Three pedals for realistic training



The ATCO's external handbrake is a nice vintage touch

Barn Finds presented with

Chopard

MILLE MIGLIA GTS POWER CONTROL

For when you need power in reserve

- Self-winding ● 60hr power reserve
- stainless steel



SUBSCRIBE TO **Classic Cars** FOR JUST **£4.20** A MONTH*

*print-only option with recurring payment

AND BENEFIT FROM

- Never missing an issue
- Unique feature series
- Free delivery to your door or instant download

HURRY!
OFFER ENDS
19 APRIL 2022



THE EDITOR SAYS

'There's no better way to feed your love of old, interesting, weird and wonderful cars than having your favourite magazine drop through the letterbox once a month. With its unique blend of features, from Life Cycle to Epic Restorations, essential buying advice and hot tips, and coverage of the best events, we try to make this magazine the most enjoyable way to learn about classic cars and the interesting characters who share your passion. We certainly have a lot of fun creating it.' Phil Bell



ORDER ONLINE OR
PHONE QUOTING A1AA

WWW.GREATMAGAZINES.CO.UK/CLASSICCARS

UK 01858 438 884
OVERSEAS READERS CALL +44 1858 438 828

Terms & Conditions: Subscriptions will start with the next available issue. Minimum term is 12 issues. You will not receive a renewal reminder and the Direct Debit payments will continue to be taken unless you tell us otherwise. This offer closes on 30/04/21. This offer cannot be used in conjunction with any other offer. Cost from landlines for 01 numbers per minute are approximately 1p to 15p. Cost from mobiles per minute approximately 15p to 30p. Costs vary depending on the geographical location in the UK. You may get free calls to some numbers as part of your call package - please check with your phone provider. Order lines open 9am-9:30pm (Mon-Fri), 9am-6pm (Sat), UK orders only. Overseas? Please phone +44 1858 438 828 for further details. Calls may be monitored or recorded for training purposes. For full terms and conditions please visit: www.greatmagazines.co.uk/offer-terms-and-conditions



This month's great
digital-only offer

£2.70 a month

with recurring payment. 12 issues for £35
when you pay by credit/debit card/PayPal



This month's great
print-only offer

£4.20 a month

with recurring payment. 12 issues for £51
when you pay by credit/debit card/PayPal



Combined print and
digital packages available

Next Month

The May issue of *Classic Cars* is shaping up nicely

Quentin Willson's

SMART BUYS 2022



Revealed

5 rewarding classics ripe for plucking

MAY ISSUE ON SALE 16.3.2022

PLUS Epic restoration of a mystery **Ferrari 195S** • reader dream **Lotus Elan +2** drive come true • life story of a **Cortina Crayford convertible** • braving a **Porsche 911 GT2** • 1950 **Chrysler Town & Country** driven • **Riley RM** buying wisdom and more

Contents may change but will still be great

Addicted to horsepower

LETTER Damning with faint praise

OF THE MONTH Thank you for the article on the Shelby Mustang GT500 (Excess All Areas, February 2022). What a great looking car. One does get the impression however that the author was struggling to find good things to say about it. The term 'damning with faint praise' comes to mind. Like most US muscle cars of its era, brute force horsepower was considered superior to sophisticated underpinnings and handling. While Colin Chapman of Lotus fame was preaching 'simplify, then add lightness', the Ford lads were saying 'just add grunt'.

Still love to own one though...

Ashley Walkley



Fellow 2CV saviour

In the February 2022 edition of *Classic Cars* I read with interest the progress that Quentin is making with his Citroën 2CV and the outlay to date.

I bought a 1988 Charleston earlier in the year that was advertised on the internet; it looked fairly decent and Covid travel restrictions meant that I didn't go to examine it before buying, instead getting it shipped home to Northern Ireland. It seemed to have been well cared-for with lots of new mechanical and electrical parts fitted. The front and rear wings were sound as were all the doors, though there was some filler at the bottom of the A-panels and the windscreen surround.

I thought about DIY but found a garage in Kingscourt County Cavan that specialises in 2CV reincarnation.

A body-off job ensued with a new windscreen scuttle, boot floor and rear valence. To complete the spend, I opted for a new galvanised chassis and after a full respray it's back home.

I hope Quentin's is finished soon.

Michael Maguire



European adventure

A few weeks ago a new resident of the town came to the Porthcawl Museum

in South Wales and donated a bag of documents and photograph albums that he had stumbled across in the loft of an empty house that he had just bought.

One of them contains photographs of what appears to be a car tour of Europe in two MG sports cars in 1934. Some show them driving around the Nürburgring; in a number of the images the cars can even be seen with a number of German troops inspecting them.

With the help of the MG Owners' Club I was able to identify a Lagonda 2.0-litre 16/80 on the tour. Subsequent research via the Lagonda Club has revealed that WH 5554 is still on the road somewhere in Canada and was first registered in spring 1934. The Lagonda lapped the Nürburgring at speeds of up to 106mph in 1936, some 20mph in excess of the manufacturer's listed maximum speed.

My research is still ongoing with the family history, which I eventually hope to link to the cars and various other documents in the bag. To date I have managed to provide an ancestor who is now living in South Africa with copies of letters to and from an army dentist who was a prisoner of war with the Japanese for around four years and may even have been on the tour.

David Swidenbank



Classic Cars

APRIL ISSUE

ON SALE 16 FEB-15 MAR

EDITORIAL ENQUIRIES

Classic Cars, Media House, Lynch Wood, Peterborough PE2 6EA
Tel: 0753 468000 Fax: 0753 468579
Email: classic.cars@bauermedia.co.uk

EDITOR **Phil Bell** ASSISTANT EDITOR **Russ Smith**

NEWS EDITOR **Sam Dawson** ART DIRECTOR **Karen Mann**

DESIGNER **Paul Barbering**, **Chelsea Himes**

PRODUCTION EDITOR **Joe Oliver**

HEAD OF PRODUCTION **Bob McCabe**

OFFICE MANAGER **Pam Webster**

Contributors this month: **Ben Alcorn**, **Tony Baker**, **Blue Division Photography**, **Nigel Aspinwall**, **Charlie Caldwell**, **John Colley**, **Richard O'neill**, **John Phipps**, **Niall Fraser**, **Paul Guinness**, **Chris Hogg**, **William Hughes**, **Richard Huxton**, **Charlie Hynes**, **Paul Huxton**, **Andrew Hughes**, **Laurence Huxton**, **John Huxton**, **Andrew Thomson**, **Dave Vinton**, **Quentin Wilson**, **Emma Woodcock**

Cover photography **Charlie Hogg**

Advertising enquiries: **Classic Cars**, Media House, Lynch Wood, Peterborough PE2 6EA, Tel: 0753 468000. Email: advertising@classiccars.co.uk.
Subscriptions: **Classic Cars**, Media House, Lynch Wood, Peterborough PE2 6EA, Tel: 0753 468000. Email: subscriptions@classiccars.co.uk.
Distribution: **Classic Cars**, Media House, Lynch Wood, Peterborough PE2 6EA, Tel: 0753 468000. Email: distribution@classiccars.co.uk.
General enquiries: **Classic Cars**, Media House, Lynch Wood, Peterborough PE2 6EA, Tel: 0753 468000. Email: enquiries@classiccars.co.uk.
Private cars for sale: 0753 556465. Email: privatecars@classiccars.co.uk.

PUBLISHING MANAGEMENT
Managing Director: **Andrew Hill** (Classic Cars) and **John Huxton** (Classic Cars)
Managing Director: **David Charles** (Classic Cars)
Chief Financial Officer: **David Charles** (Classic Cars)
COO: **David Charles** (Classic Cars)

SUBSCRIPTIONS
To ensure you don't miss an issue visit www.classicmagazines.co.uk
To contact us about subscription orders, renewals, missing issues or all other subscription queries, please email subscriptions@classiccars.co.uk or call our UK number on 0753 468000 or overseas call +44 1953 435864.
To manage your account online visit www.classicmagazines.co.uk/account

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

SYNDICATION *ENQUIRIES* Wait to use an article or image? Please email us@thoroughbredandclassiccars.com or call +1 953 435 8664.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

US SUBSCRIPTIONS *Thoroughbred and Classic Cars*, ISSN 1551-9527.
A published 12 times a year by *Thoroughbred and Classic Cars*, Inc., a US company, at the US office of the publisher, *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11434. US Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Second-class postage paid at Jamaica, NY 11434, USA. Postmaster: Send address changes to *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscriptions outside the US and Canada: *Thoroughbred and Classic Cars*, Inc., 556-55, Main Avenue, 2nd Floor, Jamaica, NY 11434, USA.

SUBSCRIBE FOR JUST £4.20 A MONTH!

See page 34 for details





PIRELLI
FERRARI
formula classic
Official Series Partner

SUPPLYING PARTS TO THE UK, EU AND WORLDWIDE

LARGEST
INDEPENDENT
SUPPLIER OF
PARTS FOR
FERRARI CARS

CONTINUOUS
REMANUFACTURING
OF OBSOLETE
AND UNAVAILABLE
PARTS

OFFICIAL
DISTRIBUTOR
FOR HILL
ENGINEERING

DEPENDABLE
BIG ENOUGH
TO COVER
SMALL ENOUGH
TO CARE

CELEBRATING 39 YEARS FERRARI PARTS EXPERIENCE
SUPERFORMANCE
WWW.SUPERFORMANCE.CO.UK
FERRARI PARTS SPECIALIST
CALL +44(0)1992445300

UNRIVALED
TECHNICAL
AND
ENGINEERING
EXPERTISE

FAST EXPRESS
WORKING
DAYS
SHIPPING

WE'RE DEDICATED TO PRESERVING
THE CLASSIC FERRARI SPIRIT

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

Follow us on facebook.com/superformanceukltd and instagram @superformance.co.uk



Quentin Willson



I vividly recall a first-hand experience of the McLaren F1 – and how its appreciation exceeded the most outrageous predictions

Back in 1994, I road tested the now legendary McLaren F1 for *Top Gear*. The price then was a very hefty £540,000, equivalent to about £1 million today. On a crisp morning at Bruntingthorpe proving ground in Leicestershire, I climbed inside for my induction.

McLaren's PR man explained its idiosyncrasies, not least that I should treat the red line on the tachometer with monastic restraint, and to never, never over-rev.

Despite the titanic price and the stern warnings, I'd made up my mind that I was going to hit the 200mph mark and metaphorically crossed my fingers that Brunts' two-mile straight would give me the distance to hit that magic number. I didn't hit the holy 200, but after several determined runs came very close at a little over 190mph, leaving myself and the man from McLaren white-faced with terror. Those frantic sprints remain the most exciting (and frightening) moments of my motoring career.

I remember enthusing to the camera that the F1 was an instant icon, worth

every penny of its enormous price and that we should all immediately sell everything we had and go out and buy one. For weeks, dozens of letters in spidery handwriting rolled into the BBC, saying how ridiculous my entreaty was. 'Who does he think he is?' the outraged correspondents would ask. Even my normally indulgent executive producer took me aside to scold me for being so expensively and haughtily out of touch. The BBC high-ups were always asking me to do more features on Fiestas and less on Ferraris, but our audience research told me a different story.

By 2006, prices of the F1 started to tickle upwards and by 2008 values had trebled to around £1.5 million. My expensive investment advice was vindicated. But none of us (including me) knew just how far-reaching my prediction would be. By 2014, F1s were changing hands for £5 million and in 2015 the famous Rowan Atkinson car, crashed and rebuilt, made an astonishing £8 million. But it didn't stop there. In 2017 the 44th F1 built made £12 million and at that point we all

thought that a 22 times multiplication of the original price was probably as high as any Nineties supercar investment could possibly go. But, again, we were wrong.

In August 2019, RM Sotheby's at Monterey drew £16.3 million for an LM-spec F1; then in August 2020 a Japanese-delivered time-capsule example in perfect original condition made just over £17 million – a jaw-dropping increase on that original price and setting a record as the fastest-appreciating supercar in history.

Ironically, McLaren says it didn't make any money on the 106 F1s built and that it was those enlightened (and well-heeled) owners who took a gamble and reaped the real financial rewards. Jay Leno, with typical understatement, said buying his F1 was 'the best investment I've ever made'. Hindsight may be a wonderful thing, but the thrilling story of the F1's amazing appreciation may prove to be at least one reason why the world's profound admiration for iconic supercars isn't going to disappear anytime soon.

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.



McLaren's F1 – the subject of what remains the soundest buying advice Quentin has ever given



**Footman
James**
Private Client

Life feels better behind the
wheel of a classic.

Wherever life in your classic takes you, we're with you.



Call our friendly UK team for a quote:

0333 207 6023

[footmanjames.co.uk](https://www.footmanjames.co.uk)



**Investor in
Customers[®]**
Gold 2021

Platinum
Trusted
Service
Award



2021 **feefo[™]**

All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Groups Limited. Registered in England No. 4043759 Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD Authorised and regulated by the Financial Conduct Authority. FP: ADGE.2245.07.21

John Fitzpatrick



Sourcing seatbelts and working with a team that didn't want me to win – that was all part of the game when racing works Fiat Abarths

a safety belt and before I returned from Norwich he went out to practice. He left the road, rolled and sustained some bruised ribs and was unable to race.

The mechanics managed to repair the car for the race, so we had three drivers for the three cars – myself, Carlo Baghetti and Johannes Ortner. We were told that Baghetti was supposed to win to maintain his lead in the championship. The race started in pouring rain – ideal conditions for me, because I knew the circuit well and loved driving in the wet. I led the class quite comfortably, but at each pit stop the mechanics went into slow motion when refuelling my car, trying to give Baghetti the chance to get in front of me and gain maximum championship points. At the last pitstop they even cleaned my windscreen three times to delay me – but despite the team's efforts to hobble me, I won the race. I was invited to drive for Abarth on other occasions, but decided it wasn't for me. But at least they paid me.

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.

Looking at the classic originals in this month's cover feature reminded me that whenever a manufacturer introduces a new model of a small car, it is always larger than the previous one. For example, the Mini – and the small Fiat and its Abarth variants. That took my mind back to the Abarths I raced in the Sixties.

In 1966 I was driving in the British Saloon Car Championship for Ford in an Anglia, prepared by Broadspeed. We won the championship and during the year Ralph Broad had been asked to build two or three replicas for European customers. One went to a German buyer; it was to be raced at the Nürburgring in the six-hour race – and I was scheduled to co-drive.

Unfortunately, the customer crashed it so badly in practice the car couldn't race. I had decided to go straight back to the UK, but Rolf Stommelen saw me about to leave the paddock and asked if I'd like to drive with him in a Fiat Abarth because

his co-driver had been taken sick. I jumped at the chance. I knew the 'Ring well – it had become my favourite circuit.

I practiced the car and got on well with it, but unfortunately it expired early in the race and I set off for home. Before I left, Snr Avidano, who managed the team for Abarth, asked if I would drive for them at Snetterton later in the year, at a round of the European Championship. I jumped at that chance too and set off back to the UK.

I turned up at Snetterton for practice and qualifying to find my car had no seatbelts. These were different cars from those we had driven at the 'Ring and none had been fitted. I refused to drive without them and drove to Norwich to buy a set for the mechanics to fit overnight.

Three cars had been entered for the regular drivers, plus two Brits – Alan Rees and myself. Alan had driven in F2 and F1 and would become one of the founders of the March F1 team and racing car constructors. He decided he didn't need



John began an extremely short stint racing Fiat Abarths in this 1000TC at the Nürburgring 6 Hours in 1966

Photo: V+V Bougler



FIRSTS AMONG EQUALS

Iconic cars sometimes inspire revivals years later, but are the originals still the best? We drive seven all-time greats, and find out how to buy the best

Words ANDREW HOWES, Photography CHARLIE HAZELL





con is an overused word, but there's no doubting its validity here – each of the seven cars before me carved out a unique imprint on automotive history, and they all cast long shadows down the years. So much so that they each served as the unapologetic primary inspiration for a modern descendant that shared at least some of its ethos. We'll discuss the extents to which the modern reincarnates did them proud on p60, but it's the originals we're here to examine at Dunsfold Aerodrome – the Volkswagen Beetle, BMC *et al* Mini, Fiat 500, Dodge Challenger, Mercedes-Benz 300SL 'Gullwing', Fiat 124 Spider and Alpine A110. Which one really makes its mark as a car so good they had to build it twice?

The **VW Beetle** is the oldest design here, the separate wings and upright stance a reminder that it had its origin in the Thirties in a series of projects by Ferdinand Porsche. Production did not start in earnest until 1946 and continued right up to 2003, with more than 21 million built. It overlapped with Volkswagen's new front-engined, front-wheel-drive Beetle, introduced in 1997 and followed by a second-generation car from 2011 to 2019.

Despite the classic Beetle's ubiquity I have somehow never got around to driving one, but this mid-Sixties example looks like it will be a good introduction to the experience. The big door opens onto a simple interior with seats trimmed in black vinyl, livened up by the bright red of the body-colour-painted dashboard. Through the low screen I can see the VW roundel

and a chrome trim strip disappearing out of view as the bonnet droops away, leaving me with little idea where the nose ends. Precision parking would require care and familiarity.

There's a 90mph speedo inset into the dash, and though it has more range than the Beetle will ever use, it's a reminder that Hitler was keen for this car to be able to cruise flat out on Germany's new autobahns – a design criterion that carmakers from other European countries had little need to consider. Not that the Beetle promises performance all that mighty – there's only 40bhp on offer from the flat-four in the tail which fires up with that characteristic off-kilter engine note.

A push on the floor-mounted clutch pedal, then I slot the slim gearlever with its white mushroom-shaped knob into first. We're off, the flat-four chuntering away from the back. This car has only just had its engine rebuilt so I'm careful not to over-extend it, but even sticking to the middle of the rev range the Beetle would be no embarrassment in traffic. There are no rattles and it's quiet and stable at a cruise, but give-and-take roads are more of a chore. The accelerator pedal is lower than the throttle and brake, which makes heel and toe gearchanges more trouble than they're worth, and the unassisted steering quickly loads up as I turn the wheel away from the straight-ahead position. But there's something about the Beetle that goes beyond the basic facts about how it looks and how it drives. It's a car with plenty of character, and it's easy to be beguiled by it.

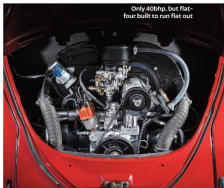
To the uninitiated all Beetles might look the same, but there are key differences that have a huge impact on the car's value.



26 million made between them



Body-colour dash enlivens simple interior



Only 40bhp, but flat-four built to run flat out

'It's a car with plenty of character, and it's easy to be beguiled by it'

Cheapest are the Seventies cars with bigger noses, MacPherson strut front suspension, and curved windscreens. These Super Beetles – the first time VW acknowledged the Beetle nickname after years of calling them Type 1s – were faster, roomier and easier to live with, but perhaps lack the charm of earlier cars. Worthwhile examples start £4000, with the best going for more than £10,000. The best Sixties Beetles could make twice that, while the big money lies in the pre-'53 cars with the split rear window, which start around £10,000 and go right up to £40,000 or more for concours examples. Cabrios of all ages are worth up to 50 percent more.

All Beetles will need careful inspection for rust, particularly in the platform chassis. The sills are used to duct warm air from the engine compartment to the cabin, and moisture collects inside when the car cools down, rotting them from the inside out. Floors rust everywhere but check particularly around the battery box under the back seat. The flat-four engines run and run if maintained properly, but check for clean oil and look at the condition of the fanbelt – if it breaks the engine will quickly overheat and seize. A full engine overhaul can cost £3000.



Owning a VW Beetle

'I've always loved Beetles,' says Neil Levio. 'I had a 72 when I was a student. It was reliable and it got me through university, but it was a rust bucket.'

'I wanted something to do up, to learn how to work on them. I bought this one from Classic Chrome in Mortlake. They had Ferraris and Porsches and this parked at the back, and I fell in love with it straight away. I had my first large pay cheque and thought 'I'd buy something I'd always wanted. It's been ultra reliable. I've had it for 12 years and the only thing that's ever gone wrong is a flat battery if I've left it in the garage for too long, but I can leave it for three months and it fires straight up.'

I had the engine rebuilt recently and added the white wall tyres. I live near Brooklands so I take it to all the shows there and we do the London to Brighton run in it. It's a fun car to drive – it puts a smile on my face every time I drive it.'

1966 VW Beetle

Engine 1285cc rear-mounted flat four, pushrod ohv, Solex 30 PICT carburettor **Power and torque** 40bhp @ 4600rpm, 69lb ft @ 2600rpm **Transmission** Four-speed manual gearbox, rear-wheel drive **Steering** Worm and sector **Suspension** Front: trailing arms, torsion bars, telescopic dampers. Rear: swing axle, trailing arms, torsion bars, telescopic dampers. **Brakes** Drums front and rear **Performance** 0-60mph: 23sec. Top speed: 74mph **Weight** 758kg (1672lb) **Fuel consumption** 29mpg **Cost new** £661 in 1966 **Classic Cars Price Guide** £4400-£15,000



The Mini was a very different attempt to provide mass-market motoring. Alec Issigonis' masterpiece was designed from the inside out to accommodate four people while taking up just two thirds as much road space as a Beetle, and sitting in this 1961 Morris Mini-Minor for the first time it feels far more spacious inside than the German car. That's partly the result of clever packaging which mounted the A-series engine transversely, slotted the gearbox in underneath, and adopted freakishly small ten-inch wheels so the wheel wells could be less intrusive. But there are also some smart design choices to make the interior feel less small, like big windows that let in so much light that you almost feel at one with the vast landscape outside, rather than cooped up in a little tin box.

Inside there are more tricks that enhance the feeling of space. Drop-down windows need room inside the doors to retract into, but the Mini was given sliding side windows so the doors could be hollowed out. The result is greater elbow room and somewhere to fit capacious door bins for extra storage. Eschewing a bulky conventional dashboard in favour of a simple, flat oddments shelf opens up the space in front of the driver and passenger. A 90mph speedometer is mounted in the middle, with an odometer and fuel gauge inset into it and a small switch panel below with the ignition key sprouting from it. I twist the key clockwise then thumb the floor-mounted, rubber-covered starter button and the eager 848cc A-series bursts into life with

a familiar thrum. The tiny pedals are well placed relative to each other but uncomfortably close to me, while the long, straight wand of a gearlever is quite a stretch away. On later cars the lever was cranked to bring the knob closer to the driver.

The big two-spoke steering wheel feels a long way off, too, but the laid-back angle looks stranger than it feels and the rack-and-pinion system offers precision, very direct gearing and consistent weighting. The Mini changes direction adroitly thanks to its light weight and low centre of gravity. The rubber cone springs and short suspension travel mean the ride is always firm, but the payoff is precise handling and little roll. Sharp throttle response and a light, positive gearchange help to make this a car that's fun to wind down a country road even though there's only 34bhp to play with. But the brakes do little to inspire confidence, so it's no surprise that the single leading shoe front drums would be upgraded to twin leading shoe in '64.

The A-series engine is tough but early cars can suffer from rough running in the wet because the distributor is behind the front grille and exposed to water – a splash guard was fitted on later cars. Regular oil changes are essential because the engine and gearbox share their lubricant, and many owners recommend 3000-mile oil change intervals for peace of mind.

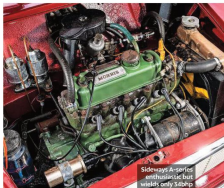
Rust is a major Mini enemy. At the front check the scuttle panel, wings and the A-panel between the wing and the door, the inner wings near the damper mounts, the bonnet, front valance and around the headlights. The inner and outer sills are also prone to rot, as is the boot floor where the rear subframe bolts



Small cars built for the masses, but radically different approaches



Airy, spacious Mini cabin still impresses



Sideways A-series enthusiasts but yields only 34bhp

'It's fun to wind down a country road even though it has only 34bhp to play with'

on. The subframe itself can also succumb to rust damage – budget for £1000 to fit a new one because complications like rusted bolts tend to push up the labour charges, and with the subframe out of the way it's common to identify more rust needing attention. All the body panels are welded so any repairs require significant surgery, though on the plus side parts availability is excellent. Later Minis, sadly, were even more rot-prone than early ones.

Early Minis in good condition are likely to be £7000 or more, with concours examples reaching £20,000. Original Coopers are sought after and can fetch £35,000, but should have an expert eye cast over them to ensure they are what they claim to be. A Radford/Hooper-modified Cooper S with Beatles provenance sold for more than £100,000 at a Bonhams auction in 2017.

More than five million Minis were built, by Morris at Cowley and Austin at Longbridge, and also under licence in Italy by Innocenti, by the time production ended in 2000. BMW had by then taken control of the Rover Group and then sold it on, but it retained the Mini brands. Its new-era hatchback Mini was launched in the summer of 2001 and is now in its third generation.



Owning a Morris Mini-Minor

'Mine was owned by a family friend and was in a garage in pieces,' says Shane Spears. 'I paid about £800 for it about ten years ago. It had been stripped and everything thrown inside the car. I didn't have to find

much – pretty much everything is original apart from the paint and the carpets. I've done the cylinder head gasket but otherwise the engine is all original, as is the clutch. The hardest bit was the wiring loom, because it's the original loom and all the wiring colours had faded at the ends. I had a few overheating issues because of a dodgy thermostat.

'Other than that it's been great. If I get the chance I'll take it to a show, and I'll even take it to work if it's a nice day. You can get every panel and you can even buy bodysells now but certain things you can't get for early Minis, like the correct hub caps, the stainless steel body trim and cylinders for the single-leading-shoe brakes.'

1961 Morris Mini Minor

Engine 848cc in-line four cylinder, overhead valve, SU H52 carburettor **Power and torque** 34bhp @ 5500rpm; 44lb ft @ 2900rpm **Transmission** Four-speed manual, front-wheel drive **Steering** Rack and pinion **Suspension** Front: independent, double wishbones, rubber cone springs, telescopic dampers. Rear: trailing arms, rubber cone springs, telescopic dampers **Brakes** Servo-assisted drums all round **Performance** 0-60mph: 25sec. Top speed: 75mph **Weight** 610kg (1344lb) **Fuel consumption** 34mpg **Cost new** £497 in 1960 **Classic Cars Price Guide** £250–£34,250



Even after the Mini, the smallness of a **Fiat 500** comes as quite a shock. Dante Giacosa's 1957 design is considerably smaller than the original 500, the 1936-54 Topolino, and the Fiat 600 that replaced it in 1955. The Topolino - another Giacosa design - could only accommodate driver and passenger, but somehow Turin squeezed four seats into the new car. It's shorter, narrower and a good deal lower than a Mini, and what space it has is devoted less to the mundane practicalities of accommodating people and their possessions, and more to looking cool. While the British car is resolutely pragmatic in its shape, the Italian has more of a flourish to its styling.

It's the same inside. Squeeze in through the tiny door opening and there's none of the Mini's preoccupation with maximizing space. The full door cards look neat but rob occupants of their elbow room, and the curvaceous painted metal dashboard with a cute cowed 120km/h (75mph) speedo adds a welcome Fifties Riviera chic but also makes the front of the cabin seem a bit more cramped. Headroom is marginal too, but at least there's reasonable legroom in the front and a steering wheel at a more natural angle than in the Mini, making it easier to find a comfortable driving position.

Like the toggle switches scattered across the dashboard, the two levers on the floor between the seats aren't labelled. Pulling up the right-hand lever operates the starter (the left is the choke) and the tiny air-cooled twin in the tail buzzes into action. With

just 18bhp available from 499cc you have to make the most of the power to keep up with city traffic, and beyond about 60km/h - a heady 37mph - acceleration is leisurely. Hills are hard work, and on the flat the Fiat's natural cruising gait is about 45mph. With all-drum brakes that are no more than adequate, you really wouldn't want to go too much faster.

But speed isn't what the 500 is about. It was designed to provide mobility for the masses that was a step up from a Vespa, and it achieves that brilliantly. Better still, pottering along with the rasp of the two-cylinder motor behind, the all-independent suspension smoothing the way and the big roll-back roof open, you realise the little Fiat does more than just get you from one piazza to another. It's hard not to smile as you drive it. Passers-by beam and point and wave, and you bask in the bonhomie it generates with every kilometre. If ever there was a car with a built-in feel good factor, the Fiat 500 is it, and it's no surprise Fiat sought to recapture that style and soul 50 years later with a car that came to redefine the entire brand.

Early cars, up to 1965, were the suicide-door 500N and 500D models, which are rare now. The 500F, with front-hinged doors, is more widely available and probably the sweet spot in the range for value and usability, but there's also the 500L (more luxury but arguably less charm) and the 500R (with the bigger, torquier engine from the then-new Fiat 126). Variations on the theme include the Giardiniera estate, Furgoncino van and rare Abarth 695SS. On all of them, rust takes hold everywhere and repair costs can quickly exceed the value of all but the rarest models,



Both 500 and Challenger forged reputations their manufacturers couldn't resist leveraging



Interior has a touch of the Riviera about it



Air-cooled twin gives leisurely acceleration

'Passers-by beam and point and wave, and you bask in the bonhomie it generates'

so it's wise to buy the best available. The sills, floors, wheel arches, front panel and the battery box in the spare wheel well are common spots, and it's also wise to check around the suspension mounting points. The rear semi-trailing arms can rust, too, and replacement of both sides will cost around £800. Sagging at the front indicates a tired or broken transverse leaf spring, and vague steering points to worn kingpins – they need lubricating every 1000 miles. Engines are tough but will burn oil when worn and a rebuild will cost up to £3000, but at least the parts are all available. All the gearboxes had a non-synchromeshed first gear and inept gearchanging can chip gear teeth. If the gearbox is noisy or jumps out of gear budget £1500 for a complete rebuild, but a vague gearchange might be fixed by adjustment of the linkage.

The cheapest models are 500Ls, starting at around £5000 for usable examples. Pay £10,000-15,000 for a fine example of the prettier 500F and £20,000 or more for concours cars. Giardinieras fetch around the same. The best examples of early suicide door 500s can make as much as £30,000, while a genuine Abarth can make twice as much. Beware, ensuring authenticity of these isn't easy.

Owning a Fiat 500



Originally we were going to buy my son Barrie a watch for his 21st birthday, but he said he'd like a classic car instead – a Fiat 500', says Dave Fish. 'We looked at quite a few.

There were some rough ones, and some that looked nice until you got close and they were all body filler. You need to look at the floor pans, the inner and outer sills. We did quite a bit of research and looked at, at least a dozen. Eventually we found this one. All that it needed was a change to electronic ignition, and we replaced a Kingpin. A lot of people swap in the all-synchromesh gearbox from the Fiat 126, but I think the original one adds to the character. They nearly all have a sunroof, but waterproof – I don't think so. Nothing has ever gone wrong with it, and it gets used a lot. He takes it to shows and breakfast clubs, and it's hired out through fiat500hire.com. If you want a smile on your face it's the car to have.'

1967 Fiat 500

Engine 499cc inline two-cylinder, ohv, Weber 281MB carburettor **Power and torque** 18bhp @ 4400rpm; 22lb ft @ 3500rpm **Transmission** Four-speed manual gearbox, rear-wheel drive **Steering** Worm and sector **Suspension** Front: independent, wishbones, transverse leaf spring, telescopic dampers. Rear: semi-trailing arms, coil springs, telescopic dampers **Brakes** Drums all round **Performance** 0-50mph: 14sec. Top speed: 58mph **Weight** 498kg (1098lb) **Fuel consumption** 44mpg **Cost new** £417 in 1967 **Classic Cars Price Guide** £4000-£16,000



Dials and wood-rim wheel part of R/T spec



Short-stroke 383ci V8 was base R/T engine



Each of Dodge's eight cylinders is bigger than Fiat's engine

The 1970 **Dodge Challenger R/T** in *Vanishing Point* is right up there with the most recognisable movie cars of all time. At least four examples were used in filming, three of them with manual gearboxes and the biggest engine available, a mammoth 440ci (7.2-litre) V8. The fourth of the film cars was an automatic with a 383ci V8, just like the example we have here. Well, almost. While the movie cars were all a sober Alpine White – to stand out from the desert scenery, it's said – our car is a dazzling orange called Go Mango. It was one of a series of 'High Impact' colours with funky names like Plum Crazy (purple), Top Banana (yellow) and Sublime (green). They guaranteed the Challenger would make a visual impact, as if the dynamic shape by Charger and Barracuda designer Carl Cameron, with its aggressive four-lamp nose and factory option rear wing, wasn't enough on its own.

The Mopar response to the Mercury Cougar and Chevrolet Camaro/Pontiac Firebird, the Challenger was slightly larger than its Plymouth Barracuda sister. Inside it there's plenty of elbow room, but the two-plus-two cabin isn't extravagantly spacious for a car that's all but 16 feet long. Settled into the shapely vinyl-trimmed driver's seat I'm faced with a small three-spoke wheel with notches sculpted into the back of its wood rim, behind which there are the four Rallye dials which were part of the R/T specification, set deeply into the hooded dash. Underneath, a Led Zeppelin cartridge sticks out of the original eight-track

tape player. I've got a whole lotta love for the view ahead, which is dominated by acres of orange bonnet topped by a matt-black power bulge with a '383 Magnum' badge on the side, and retained by chrome hood pins that glint in the sun.

With the three-speed automatic's selector in Drive, the Challenger surges away on a wave of torque with minimal effort. Squeeze the organ-type accelerator pedal harder and the V8 burble becomes a bellow as the tach needle sweeps past 3000rpm towards the orange warning paint at 6500. After the three economy cars I've driven so far today the accelerating Challenger feels like an off-shoot from the Apollo programme. It's not just a straight-line tearaway, either: in R/T spec it has stiffer suspension and heavy-duty roll bars at each end, and it changes direction with more precision than you might imagine. The strong, progressive, power-assisted drum brakes are well matched to the Challenger's performance, though they are said to fade with repeated use and disc conversions are available.

The Challenger sold well in 1970, its first year, but it arrived just as concerns over safety, emissions and insurance costs were about to emasculate American muscle cars. The original engine line-up was broad, ranging from a fairly insipid Chrysler Slant Six and 318ci V8 to the fabled 426 Hemi. The short-stroke 383 was the base engine for the performance-orientated R/T model which had the 440 as an option, breathing through either a single quad-choke Holley or a 'Six Pack' trio of twin-choke carbs. In subsequent seasons lower-compression engines were fitted, the Challenger's appeal quickly faded, and it was dead by 1974.



'In R/T spec it changes direction more precisely than you might imagine'

The rare Hemi-engined Challengers were selling for more than £400,000 at auction a few years ago, but £120,000-£150,000 is more realistic today. Non-Hemi Challengers in good order are likely to be around the £50,000 mark, though one with plenty of history and a tuned engine sold at auction in early 2021 for just £29k.

Rust was a problem on these cars even when they were nearly new, so it's vital to check the floor, sills, door bottoms, front and rear wings and boot floor. New-old stock body panels are rare and expensive, but pattern parts are easily obtainable from the US. The 383 engine is reckoned to be the workhorse of the range and less highly-strung than the 440 or 426, but all of these units were well engineered and are unlikely to give major trouble given regular maintenance. If they do, mechanical parts are easy to come by.

Though the Challenger name reappeared in 1977 on a rebadged Mitsubishi Sapporo, there wasn't a proper reboot until 2007 with a new design by Michael Castiglione. An original 1970 Challenger was brought into Chrysler's Pacifica Design Studio in southern California to make sure the original vibe translated to the new car, which remains in production to this day.



Owning a Dodge Challenger R/T

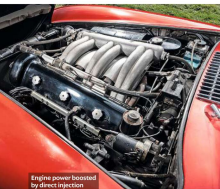
I bought it in Germany in 2006, says Bob Nauer. I found a two-line ad in the classified section of Stars and Stripes, the newspaper for American service members and expatriates, for a 70 Challenger R/T. Usually, you find a six-cylinder or 318-car masquerading as an RT but this was the real deal and I had to have it. It's a European export car, shipped to Zurich. It was partially restored when I bought it. It had been painted and the engine had been rebuilt, but the interior was incomplete. I spent the following year reassembling the car. The transmission was leaking so I took it to Yankee Motors (yankeemotors.com) in Germany. The only major issue has been the wiring. I fitted a new harness from YearOne (yearone.com) in Georgia. It was \$500 but it was custom built, the lengths were all correct. It was repainted by Quest Brothers in the UK for the Pride of Ownership display at the 2019 NEC Classic Motor Show.

1970 Dodge Challenger R/T

Engine 6286cc V8, pushrod ohv, Holley quad-choke carburettor **Power and torque** 335bhp @ 5200rpm; 425lb ft @ 3400rpm **Transmission** Three-speed automatic, rear-wheel drive **Steering** Power-assisted recirculating ball **Suspension** Front: independent, wishbones, torsion bars, telescopic dampers, anti-roll bar. Rear: live axle, leaf springs, telescopic dampers **Brakes** Servo-assisted drums all round **Performance** 0-60mph: 8sec. Top speed: 120mph **Weight** 1481kg (3265lb) **Fuel consumption** 12mpg **Cost new** \$3266 (about £1200) in 1970 **Classic Cars Price Guide** £25k-£45k



Dramatic door at odds with saloon-like cabin



Engine power boosted by direct injection



On the road Gullwing feels stable, and special

Just a small sliver of door handle protrudes from each side of the **Mercedes-Benz 300SL**, ensuring minimal disruption to the airflow along the flanks of a car whose primary function was to go as fast as possible. Push on the projection and the rest of the blade-like handle slides out so the door can arc up into the air.

The gullwing doors that gave the car its sobriquet were not just a flight of stylist fancy. When the first 300SL was conceived in 1952 as a sports-racing car it had to be powered by a development of an existing Mercedes engine and engineer Rudolf Uhlenhaut compensated for a lack of outright power with an incredibly lightweight, spaceframe chassis. To get adequate stiffness the chassis needed to be deep along the sides of the car, so the doors were cut into the roof rather than the flanks and made to open vertically.

The SL was never intended to be a road car, but when the Mercedes racing focus switched to F1 the now-redundant 1953 SL racer was repurposed at the behest of US importer extraordinaire Max Hoffman. The race cars had removable steering wheels to improve access, but in the road car a chrome catch on the steering column allows the wheel to tilt to the horizontal, making it easier to thread your legs underneath. Once installed you could almost be in a Fifties Mercedes saloon, what with the big cream-coloured plastic wheel, the leather trim, and the heavy chrome accents on the instruments and dash. But the 160mph speedo is a clue that this is altogether more special.

The 3.0-litre six-cylinder up front was derived from that in the big 300 'Adenauer' saloon. It was the first production engine with fuel injection, derived from Daimler-Benz aero engine practice. It pulls lustily from as little as 1500rpm with a throaty exhaust note that is altogether more serious than the musical timbre of a contemporary Jaguar or Aston Martin. Beyond 2500rpm it's really in its stride, punching the Mercedes at the horizon and pulling hard and smooth to the orange sector on the tachometer at 6000. The SL is supremely stable at speed, and it's easy to see how a close relative of this car could be so successful at races involving long straights like Le Mans and the Carrera Panamericana, both of which Mercedes won in 1952.

It's physical to drive, the clutch and brake demanding hefty inputs and the steering weighting up noticeably off centre. The big wheel encourages extravagant steering movements but with only two turns between locks that's unnecessary. Roll is well controlled, and the SL faithfully follows your chosen line so long as you're slow in, fast out. The swing-axle rear suspension is best kept under compression; unless you have the reactions of a Fangio or Moss, lifting off mid-bend would probably be a one-way ticket to an expensive interface with the scenery.

Prices have actually softened a little over the last few years, though these are still very valuable machines. SLs are generally found at auction around the £1 million mark, though cars with a significant, documented competition history can sell for several times that. Rudge knock-off wheels are a sought-after extra. Our feature car is available through specialist Hilton and Moss for



'The exhaust note is more serious than the musical timbre of a Jaguar or Aston'

restoration to the buyer's specification, bringing the total cost to around £1.5 million. With such high values, SLs are always viable for restoration, even though rebuild costs can be high. The complex steel spaceframe chassis can rust and repair can be a long, body-off job. Most cars had steel bodies with aluminium doors and bonnet, and rust can attack the front valance and rear arches.

Mechanically there are few major weak spots. Engines are strong but the injection system pump diaphragm can fail causing over-fuelling, particularly in cars that are not regularly used. A pump overhaul costs around £1100; Bosch makes new ones in batches at £6800 each. Gearboxes and axles whine but are generally long-lasting. All Gullwings had alloy drum brakes with steel inserts, and new inserts can usually be fitted if the brakes are worn. Some cars have been retrofitted with disc brakes, which became available in 1961 on the 300 SL Roadster that had replaced the Gullwing in 1957.

The idea of gullwing doors reappeared on the C111 research cars between 1969 and 1978. It was another 30 years before they made it back onto a production Mercedes, in the Mark Featherston-designed SLS AMG built from 2010 to 2015 (see p60).



Restoring a Mercedes Gullwing

The 300SL is exactly as we found it,' says Peter Hilton, founder of restoration specialist Hilton and Moss (hiltonandmoss.com). 'Stored in a garage for over 20 years with very minimal use, it was maintained but never fully restored. It shows a beautiful unrepeatable patina and is incredibly original. When restoring a car of this calibre we aim to retain as many factory fixings and parts as possible. One of the hardest parts of restoration is sourcing the required parts, with so few 300SLs ever built. Finding such rare items can be the cause of hold ups, but authenticity is crucial to a perfect restoration.'

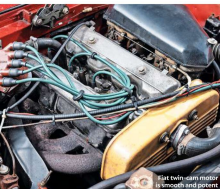
'Although a 70 year old design, the car gives you confidence in its capabilities. The vast bonnet can be tricky to judge when you are located in such a low-slung driving position but it's surprisingly easy to get comfortable with the drive of the 300SL at both high and low speeds.'

1956 Mercedes-Benz 300SL

Engine 2996cc in-line six, sohc, Bosch direct mechanical fuel injection **Power and torque** 256bhp @ 5800rpm; 203lb ft @ 4600rpm **Transmission** Four-speed manual gearbox, rear-wheel drive **Steering** Recirculating ball **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: twin-pivot swing axle, coil springs, telescopic dampers **Brakes** Drums all round **Performance** 0-60mph: 10sec; Top speed: 161mph **Weight** 1295kg **Fuel consumption** 14mpg **Cost new** DM129,000 (£2500) in 1954 **Classic Cars Price Guide** £900k-£1.2m



Spider is well equipped with a 5-speed gearbox



Fiat twin-cam motor is smooth and potent



Spider a fine tourer, Alpine harder-edged

Every line and every curve of the 1966-1985 **Fiat 124 Sport Spider** plays its part in creating a harmonious shape that's everything a Sixties sports tourer should be. It was penned by American designer Tom Tjaarda who adapted his 1964 Pininfarina Rondine concept, based on the Chevrolet Corvette, to meet a brief for a new drop-top Fiat.

The distinctive swallow tail arrangement (which gave the concept its name - rondine is Italian for swallow) was kept in a toned-down form for the Spider while the nose was all-new. Early cars with the factory code AS, like this one, went without the bonnet bulges that are so familiar on the later cars. I'm in two minds about that - the flat bonnet makes for a cleaner, purer shape but the bonnet bulges added character and provide the driver with more visual interest.

Inside there's a flat, wood-faced dashboard with an impressive collection of instruments grouped in front of the driver, the main gauges with fishtail needles and the minor ones labelled in Italian - *Acqua, Olio, Benzina*. The rev counter has yellow warning paint from 6250rpm and an orange danger section from 6750 all the way to 8000. Even at high revs the engine remains beautifully smooth. An in-line four-cylinder with a pair of belt-driven overhead camshafts, it was designed by ex-Ferrari engineer Aurelio Lampredi who had moved to Fiat in 1955. It made its debut in the Spider and the 124 Sport in 1966 and became a Fiat mainstay throughout the Sixties and Seventies.

There's no particular need to work Lampredi's engine hard, because it offers plenty of mid-range punch accompanied by a growl from the exhaust that's pleasantly enthusiastic without being anti-socially loud. Close-set pedals and a light, positive gearchange make swapping ratios a joy.

The two-spoke steering wheel is quite a stretch away, and you need to keep a good grip on the thin wood rim because the steering weights up substantially when you dial in more than a quarter turn of lock. There's more roll in corners than you might expect from a sporting car, and bad road surfaces send shudders through the body. But mostly the ride is composed and that, combined with the smooth engine and low overall noise level, would make it a fine machine for long-distance touring.

Early cars are reckoned to rust less than later ones but none of them had any corrosion prevention measures from the factory, so they are all susceptible to rot. Body condition is all-important on Spiders because repair costs can be high. A complete replacement door can cost £1000 or more, for instance, so check carefully for rot in the door frames. Sills rot and the front chassis legs can crack, and both are time-consuming repairs - sill replacement will be well over £2000 per side. Floors also rust, and poor repairs can result in the mounting points for the trailing arms being moved, leading to misalignment of the rear axle, causing handling problems and uneven tyre wear.

Interiors and hoods are available, but squeeze the front edge of the hood to check for a rusting header rail because they are £200 to replace. On the plus side, Spider engines do not give too



'There's no need to work Lampredi's engine hard; it offers plenty of punch'

much trouble and even the original 1.4-litre motors are powerful, though later gearboxes can fail suddenly.

Up to 1981, Pininfarina supplied bodies to Fiat in Turin, where final assembly was carried out. Pininfarina then took over assembly of the cars, and in 1982 they were rebadged as the Pininfarina Spider Europa (for the European market) and Spider Azzurra (for the US) until the end of production in 1985.

The most sought-after 124 variants are the pre-'75 chrome bumper cars, and the best of these can sell for £20,000. Of the later impact-bumper cars, the larger-engined, fuel-injected Eighties machines are the most wanted but even these can be found in good order for around £6000 – which looks particularly good value compared to, say, a rubber-bumper MGB.

After the demise of the 124 Spider, Fiat waited ten years before introducing another open sports car, the Barchetta, and after that ended its run in 2005 it was another 10 years before a new generation 124 Spider was introduced (see p60). That car was based on the ND-series Mazda MX-5 and built by Mazda in Hiroshima, but powered by Fiat's 1.4-litre turbo engines



Owning a Fiat 124 Spider

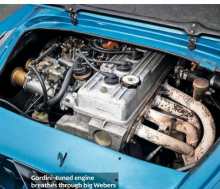
It was in Italy until 1978 and my dad bought it in 1990, says Sue Barnes. 'He particularly wanted an early car because the body is the prettiest, but with a later engine fitted because they are better. It turned out to be too much for him so we took it on. It'd had a horrible paint job, and a fire under the bonnet on the way to an MoT test, so we decided to take it back to bare metal. It was unreliable – every time you would wonder if it would start – but it turned out to be a bad coil. We did think about having electronic ignition, but decided that was a bit of a cheat. We've used it for days out, a bit of fun. We did the Goodwood Revival last year – I like doing the full Sixties thing and dressing up. I just love the top down, sun out, and a bit of road where I can open it up a bit.'

1967 Fiat 124 Spider

Engine 1608cc inline four cylinder, dohc, Weber 40IDF carburettor (originally 1438cc, Weber 34DHS) **Power and torque** 109bhp @ 6400rpm; 101lb ft @ 3800rpm (orig 89bhp @ 6500rpm; 80lb ft @ 3600rpm) **Transmission** Five-speed manual, rear-wheel drive **Steering** Power assisted rack and pinion **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers. Rear: independent, wishbones, coil springs, radius arms, telescopic dampers **Brakes** Servo-assisted discs all round **Performance** 0-60mph: 12sec. Top speed: 112mph (orig 14sec; 106mph) **Weight** 945kg (2085lb) **Fuel consumption** 26mpg **Cost new** £887 in 1967 **Classic Cars Price Guide** £9000-£21,000



Entering an A110 needs flexibility



Gordini-tuned engine breathes through big Webers



Getting into an original **Alpine A110** is something of an art. You have to contort and wriggle and squirm your way in, and once installed you sit low down between the sill and slim centre console, with barely any headroom to spare. It's almost as though Alpine founder Jean Rédélé took two small seats and an engine and shrink-wrapped them in glassfibre.

It was a recipe that had begun in 1952 with a single Michelotti-styled sports car based on the Renault 4CV floorpan. A second car was built in 1953, but it was not until 1955 that the definitive Alpine A106 production car appeared. In 1957 an A106 cabriolet concept was based on a new Alpine-designed tubular backbone chassis and styled by Michelotti. Dieppe converted the cabriolet shape into a new production car, the 1960 A108 Berlinette, by adding a fastback roof with an Alfa Romeo Giulietta SS rear screen. That body style was largely carried over to the A110 in 1962, though the radiator was now behind the engine instead of in front so the cooling air intakes on the sides of the body were deleted.

In the back there was a Gordini-tuned version of the new 956cc five-bearing Cléon-Fontaine four-cylinder engine from the Renault R8, but larger and larger motors would follow during the A110's long life – there were some 15 different variants in total. The car had an illustrious competition career, which reached its pinnacle in 1973 – Alpine's Jean-Luc Thérier won three rallies

that year and there were also victories for Jean-Claude Andruet, Bernard Darniche and Jean-Pierre Nicolas, to give Alpine the first World Rally Championship title.

This car is a 1600S, introduced in 1969 as the production car on which Alpine's rally machinery would be based. Its 1565cc engine breathes through a pair of big sidedraft Webers and develops around 138bhp, which doesn't sound a great deal for a car that's so clearly focused on speed. But with only a featherweight 650kg to propel, it's enough for sparkling performance, delivered with a gruff growl as the four-pot motor in the tail hits 6000rpm. If only the gearchange were more of an ally, wear in the linkage rendering it imprecise. The bottom two gears in the five-speed all-synchromesh gearbox, their gate closest to the driver in this left-hand drive car, need particular care to avoid wrong-slotting.

The handsome, leather-wrapped steering wheel is perfectly positioned, and the Alpine's competition heritage shows up in its very direct gearing. On the open road, corners rarely seem to need more than a few degrees of lock, and when the tail starts to go its own way it's easy to correct with no more than a flick of the wrists. And the rear end really can have a mind of its own, thanks to the momentum of that engine hung out the back. Best not to lift off mid-corner but to keep the throttle pinned as much as possible, an approach the A110 simply revels in.

Much of the Alpine's suspension is shared with Renaults, and the same applies to the engine, so parts supply is hardly problematic. The gearbox, however, was bespoke to the car and



Alpine A110 is a willing road scorchers. Spider for cruising

'Its 138bhp is delivered with a gruff growl as the four-pot in the tail hits 6000rpm'

costs £7000 to replace, though there are ways to fit a Renault 'box with an adaptor for about half that. The seats are also unique to the car and rare to find in serviceable condition now. Many cars have been modified for competition and have vague provenance so finding a clean, unmolested example can be a challenge.

Just over 7000 A110s were built in Dieppe, with perhaps another 5000 cars licence-built in Spain, Bulgaria, Brazil and Mexico. French-built cars are more fancied, and values of good road cars in original condition have hovered around the £100,000 mark for several years. Cars with a competition history can sell for a lot more – an ex-Ove Andersson/Jean Todt works rally A110 sold at auction for nearly £370,000 in 2019.

A110 production ended in 1977 and Alpine moved on to the larger-engined A310, GTA and A610. It was 40 years before the arrival of a new-era A110, derived from a short-lived joint venture with Caterham, whose counterpart never materialised. With all-aluminium construction, a mid-mounted 1.8-litre turbo four, well-executed throwback styling and highly praised road manners it was a fitting reboot of the Alpine brand for the 21st century.



Owning a 1972 Alpine A110S

They were the stars of the rallying world when I first got interested in the early Seventies, and I've wanted one ever since,' says Neil Oatley, director of design and development at McLaren Racing. 'They're

few and far between. There were a lot made in other parts of the world but I wanted a Dieppe-built car. There aren't many around – I think there's five more of this model in the UK. I'd been looking for one for several years and this one came from the US through Club Alpine Renault (clubalpinerenault.org.uk). A lot have been messed around with and modified. This one was a rally car in Italy and Greece back in the Seventies and it has a roll hoop and a massive fuel tank, but they were factory options. Otherwise it's very original. I've had it a couple of years. When I bought it the springs and dampers were shot so on a bumpy road it would keep bottoming, but they're all easily available.'

1972 Alpine A110S

Engine 1565cc, inline four cylinder, ohv, two Weber 45DCOE carburetors **Power and torque** 138bhp @ 6000rpm; 107lb ft @ 5000rpm **Transmission** Five-speed manual gearbox **Steering** Rack and pinion **Suspension** Front: Independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, swing axle, coil springs, telescopic dampers, anti-roll bar **Brakes** Servo-assisted discs all round **Performance** 0-60mph: 7sec. Top speed: 134mph **Weight** 650kg (1433lb) **Fuel consumption** 19mpg **Cost new** 35,400F (£2750) in 1972 **Classic Cars Price Guide** £37,500-£80,000

'The mega-money Merc is only a fraction ahead of the Alpine in overall appeal'

Even cars designed for low cost mass mobility don't have to lack character, as the Beetle, Mini and Fiat 500 expertly prove. The Volkswagen has an engagingly solid and dependable feel, while the Mini bristles with ingenious thinking. The Fiat is simply enormous fun to drive, even though you never end up going that fast. That spirit, combined with charming looks is why their makers chose to revisit them decades later.

The same goes for our sporty choices. The Fiat Spider has visual appeal backed up by a sweet engine and tidy handling, making it a convincing touring car. The Dodge lacks the polish of contemporary European performance cars but is a surprisingly effective driving tool – and it has silver-screen provenance.

Everything about the Mercedes looks and feels special, from the dramatic doors to the magnificent injected engine, and if money were no object it would be the one I'd drive home. But that feeling does come at an eye-watering price, just as it did when the Gullwing was new seven decades ago, and for me the mega-money Merc is only a fraction ahead of the Alpine in overall appeal. Though some of the Alpine's componentry may have humble provenance – as well as Renault the A110 has bits from Citroën, Peugeot, Fiat and more – the little blue rocket from Dieppe is superbly well-considered. It's so taut and eager, so enthralling and entertaining, that you just want to wedge yourself back into the seat and drive it, again and again.



We strip and protect the parts other processes cannot reach



BEFORE:

Escort Mk1 before treatment



STRIPPED:

Chemically stripped and ready for repair

PRIMED AND E-COAT PROTECTED:

Re-cleaned, Zinc Phosphated, Immersed in Electrophoretic paint and oven cured

The SPL Advanced Cleaning Process for Shells, Panels and Parts

Removes ALL organics from both inside and out including:

- Paint
- Oil Grease & Carbon
- Sealants & Filler

Dissolves on contact:

- Rust & Scale
- Welding oxides
- Fluxes and silicon

The E-coat Primer Protection is used by every Major Car Manufacturer in the World.

- Outstanding paint coverage
- Superior Salt Spray, Humidity and Corrosion Resistance
- Full immersion Tri-Cationic (Zn, Mn, Ni) Phosphate
- Full Immersion Electro-deposition of an advanced PPG Epoxy Coating
- Oven Cured at 175°C and fully crosslinked
- Used on over 95% of new motor vehicles



Call us now for friendly and honest advice.

Tel: 01384 242010

www.surfaceprocessing.co.uk

sales@surfaceprocessing.co.uk



SECOND COMING

These are the pretenders that took inspiration from icons and ran with it – but to what level of success? The *Classic Cars* team has a retro-modern round-table

Words CLASSIC CARS TEAM Photography MANUFACTURERS



MERCEDES AMG SLS

PRODUCTION EDITOR JOE BREEZE SAYS

The thing that strikes me about the 2010 SLS – the first ground-up design from Mercedes-AMG – is that it didn't try too hard to lean on its ancestor's reputation. Those with an interest in classic machinery instantly identify it as a spiritual successor to 1955's 300SL, but it was also fresh and exciting enough for phone-wielding teens to chase them down Knightsbridge.

It had the Gullwing doors – no longer the necessity of its body design, perhaps rather a retort to other dramatic exotica from Lamborghini, Ferrari, McLaren and Koenigsegg. It had the beautiful long bonneted, rounded-rump proportions of the SL too, but by 2010 this was merely a long-running theme of Mercedes GTs. The single bar grille was also an obvious reference, but the overall shape could be found elsewhere in the Mercedes range, so it didn't look at odds with its contemporary stablemates either.

In my opinion, the SLS AMG is a design great in its own right, and that's down to both the purity and attention-to-detail in its design, and the restraint it used with respect – in both senses of the word – to the 300SL. Quite tellingly, in a period interview with its designer Mark Fetherston, he cited airplanes, fighter jets, sharks and even cats as his primary inspirations – and respect for things that have been done in the past 'was as close as he gave to a 300SL namedrop.

Various design awards validate that this wasn't just Mercedes leaning on its past glory; it was just striving for timelessness... again!



1997 VOLKSWAGEN NEW BEETLE

NEWS EDITOR SAM DAWSON SAYS

The original and worst of the retro-modern recreations. Junked the serious Ferdinand Porsche science behind the original Beetle and replaced it with a Golf-wearing a giant Fisher-Price toy body.

However, let's not forget the excitement with which the car design world greeted the VW Concept One with. Looks are subjective, but the promise of the Concept One being followed up by an identical-looking production car was significant.

The whole exercise was intended to demonstrate the possibilities of VW's platform-

engineering strategy. With mass-produced universal underpinnings available to host radical bodywork variations, stylists could dream big. Concept cars would no longer remain plaster models at motor shows. They could go into production at affordable prices.

But that didn't happen, for some reason. New Beetle sales fell off a cliff after the 2008 recession, and its sportier-looking successor was just as short-lived and substance-free. As for platform engineering heralding a new, bold era of design? Forget it. Instead, it's resulted in entire conglomerates' cars being minor variations on the same hatchback, until we reach the pointless 'SUV coupe'. Ugh!

The New Beetle came nowhere near becoming People's Car 2.0





2007 FIAT 500

ASSISTANT EDITOR RUSS SMITH SAYS

'For me the Fiat 500 is the most successful of the retro-moderns. Yes, it is larger by some magnitude than the original. But, unless you park them side by side, the new 500 gets away with it, still looking cute and nippy. The styling is clever in utilising all the important design cues from the original yet looking modern at the same time. And it has now been around long enough to see that it isn't dating badly like the Beetle did.

'In fact I am so impressed with the 500 that last year I bought one to replace my second-gen Fiat Panda as a daily driver. An

easy change to make because the 500 uses the same 1242cc engine, which had impressed me.

'The balance was tipped when I spotted one of the fairly rare Vintage 57 special editions in a car park. Two-tone paint, leather interior, white steering wheel and alloys designed to look like steels with hubcaps. I was hooked at that point and tracked one down. That proved a lot harder than expected – few come up for sale.

'It's everything a good little Fiat should be – light, nimble, cute and doesn't mind a good thrashing. I don't even mind the electric steering system.

'Best of all, it doesn't look out of place alongside my three classics.'

The reborn 500 has become a staple of the cityscape... again



The modern Alpine's list of owners says a lot about its driver appeal



2017 ALPINE A110

NEWS EDITOR SAM DAWSON SAYS

The modern Alpine A110 is, to my mind, the best of the retro-moderns, because it revisits and replenishes the concept in its entirety, rather than being a lookalike pastiche.

'For a start, like the original A110, it's compact and light – 4180mm by 1798mm, its aluminium construction keeping it down to just 1108kg. It also features a small, revvy four-cylinder Renault engine of a similar size to the original A110 1600's, rather than making it a musclebound supercar with a millionaire's-toy price tag.

'It's thinking like this that makes the 2017 A110 more like the car the

original might have evolved into if it had been kept in production, Porsche 911-like, rather than superseded by the wedgy A310.

'And like Alpines should, it's making its mark in motor sport too. The GT4 racing version beat the likes of BMW and Audi to win the 2018 GT4 International Cup and has continued to score class wins since. There's also a tarmac rally version that won the R-GT class of the World Rally Championship in the hands of Pierre Ragues last year.

'Then look at the list of owners, Gordon Murray, James May, Nick Mason, Rowan Atkinson. People who know a good thing when they drive it, in other words.'



DODGE CHALLENGER

PRODUCTION EDITOR JOE BREEZE SAYS

'The Challenger was the middle child from a trifecta of retro-modernist muscle cars launched by Detroit's 'Big Three' in the 2000s. Ford's Mustang led the way in 2004 with the Challenger following in 2008, and the Chevrolet Camaro bringing up the rear in 2010 off the back of a 2006 concept car. While the Ford was simply the latest generation of Mustang, the Challenger and

Camaro saw their makers visit afresh two iconic model names that had lain dormant for extended periods. Probably for the best – the preceding years had hardly been highpoints in American car design.

'Interestingly, the Challenger is the only of the reborn trio to remain in production today in the same (albeit incrementally updated) guise; the Mustang and Camaro were succeeded in 2015 and 2016

respectively, yet 2018 was the Challenger's best sales year to date. By that measure, there's an argument for saying the Dodge's design is the most successful and timeless of the three. It's certainly a shame it's never been officially available in right-hand-drive form.

'The best thing about this reborn trio is how they've injected new life into an American muscle-car movement that had become a shadow of its golden era. And just

like then, there are halo-wearing special editions galore – Shelyos, Bullitts, Mach 1s, Hellcats, Demons, ZLIs, Z/28s.'



Part of a trio that breathed new fire into the muscle car movement

The success of the BMW Mini saw it become a marque in itself



2001 MINI

EDITOR PHIL BELL SAYS

When I first saw the BMW MINI I couldn't contain my cynicism. The most revered classics – from the original Mini to the Mura – had pushed boldly into the future. To my mind, a manufacturer trading so heavily on its past was one that had run out of ideas. And as if the retro styling didn't wind me up enough, here was a car calling itself – no, shouting in block capitals – MINI when it seemed anything but. The 1999 car was just 3048 x 1410mm and weighed 607kg; the new pretender was more than half a metre longer and wider. It weighed more than twice as much. I thought it should have been called MAXI.

'So when I got hold of a Cooper S to test in 2001, I was preloaded to hate it, even though I begrudgingly realised that it was actually good-looking. Then from the driver's seat, my scepticism took another knock – here again was character and a fun nod to the original without looking gimmicky, though I despaired of the silver of rear legroom once I'd adjusted my seat.'

After a happy hour spent playing with the supercharged twin-cam and the crisp, agile handling, I knew that the design team had created something special, a car that would brighten the lives of those with just enough budget for the basic MINI One as much as it would those who could afford the performance versions.'

'I was preloaded to hate it, even though I begrudgingly realised it was actually good-looking'



The 124 Spider's return was short-lived but commendable



FIAT 124 SPIDER

EDITOR PHIL BELL SAYS

'My attitude to retro design must have softened in the intervening 15 years between the BMW MINI and the 348-generation Fiat 124 Spider, because for looks at least, it would have been my choice over the ND-generation Mazda MX-5 with which it shares most of what lies beneath the skin. Although I generally prefer new cars to look modern, the last two

generations of the Mazda have neither excited nor soothed my optic nerves, they've just looked a bit weird. In revisiting the original 1966 124 Sport Spider shape penned by former Classic Cars columnist Tom Tjaarda, Fiat's 2016 retake is conventionally handsome.

'A younger, more idealistic me would have slammed the new 124 for sharing its underpinnings with a rival, but, just as the original needed to draw heavily from its saloon and coupé siblings, such economies of scale and development cost are essential for survival now. Fortunately, such cost-sharing

gave the Fiat a chassis that was fun to steer, partly for being so unfashionably light.

'Critics compared the more relaxed demeanour of the Fiat 1.4-litre turbo engine unfavourably with the Mazda's rev-hungry motors, but that characteristic made the newcomer more faithful to the original 124. While I love to sprint along near the top of the rev limit, I know that lots of drivers are happier with something that surges them down the road effortlessly on a broad wave of torque. It's just a pity that Fiat withdrew the car from the UK and North American markets so soon.'



ENVIRONMENTALLY RESPONSIBLE DRIVING

CARBON NEUTRAL EVENTS



JOIN THE ADVENTURE



26 March



1-3 April



21-30 April



20-22 May



5-22 June



24-26 June



23 July



1-13 September



19-30 September



1 October



23 Oct. - 20 Nov.



3-6 November



1-6 December

BY ENTHUSIASTS - FOR ENTHUSIASTS

HERO-ERA.COM



@HEROERALLY | t. +44 (0) 1869 254979 | info@hero-era.com



Scan to access all event details



[Interview]

'I HATE THAT WORD "RETRO"'

Frank Stephenson, one of the world's most in-demand car designers, devised both the new Mini and reborn Fiat 500. Here he talks about the tricky logistics of revisiting iconic car designs

Words SAM DAWSON Photography STEPHENSON/FIAT/BMW ARCHIVES

Frank Stephenson comes across as a genuine car enthusiast, motivated by a passion for heritage and driving excitement, rather than a caricatured po-faced car designer. He addresses me across the desk in his study surrounded by potplants and 1:18-scale models of his favourite cars, rather than stark modernist sculpture and odd furniture. He doesn't communicate in aloof corporate designer-speak. He talks of car designs – his own, those he admires and those he detests – with the zingy candour of a motor-show punter. 'I don't have a boss any more,' he says with a roguish laugh, alluding to the establishment of his own studio after an in-house career with the likes of BMW, Ford and Ferrari, 'so I can say what I like!'

Stephenson was at BMW in Munich when the German firm bought the Rover Group and tasked itself with succeeding the adored but superannuated Mini. 'The Germans were

seen in England as taking over a British icon, so there was a lot of pressure to get it right. Reinterpreting icons is the most challenging task for any designer. You're handling the crown jewels of a company. Get it wrong and you alienate their customers and damage their reputation.'

'Mini was too important to subject to the usual design process,' he says. 'Three proposals are normal for the likes of General Motors and Toyota, but BMW opened the Mini design up to an international competition which resulted in 15 proposals – five from Munich, five from BMW's design studio in California, four from Longbridge and even one from Giorgetto Giugiaro. This was unprecedented in the history of automobile design.'

Corporate duty has prevented Stephenson from properly explaining the pressure he was under beforehand. 'There was a huge amount of in-house friction, clashes between the English and German ways of doing things,' he recalls. 'Eventually my design was picked, but I was working in Munich. To ease the situation with Rover, I had to be relocated to the British studios. I was reminded of that Kevin Costner film *Dances With Wolves*,

1999 New Mini design followed imagined 1965, 79 & 89 takes



where a cowboy goes to live with a Native American tribe. There was a lot of resistance to my design and I was told, "It should've been designed by a Brit." But Sir Alec Issigonis wasn't British either! Stephenson's American accent belies a cosmopolitan sense of nationality - born in Morocco to Norwegian and Spanish parents, Stephenson grew up in Turkey and Spain before relocating to California for university, then establishing his design career in Germany. He would've been a stark contrast to most Longbridge livers in the mid-Nineties.

'The design brief was minimal - it had to be 3.6 metres long - the only way a small car could achieve a five-star crash rating in the US - and look like a Mini,' he confirms. 'My approach to the design wasn't used by any of the other 14. Issigonis was an engineer with a "style be damned" attitude, but his Mini design became cool for how it looked. It would've been arrogant to throw away what made it desirable. I didn't have to worry about the engineering. I knew they'd make it fun to drive.'

'The Mini's design hadn't changed since 1959. This isn't usual in the car world, so I set myself the task - if the car had changed every ten years, what would it look like now? So I first sketched a Mini as though it had been redesigned in 1969, then another one for 1979 - reflecting the fuel crisis and safety concerns - then 1989, and ultimately for 1999. I did this over the course of four weeks in 1995. The main inspiration behind this thinking was the Porsche 911, a car that has never gone out of production, but evolved considerably while retaining a strong sense of itself.'

'So my 1999 Mini is not a pastiche, but an evolution. You can see this in the clamshell bonnet and wraparound glass. These were modern innovations that physically could not be done in earlier eras. The car could not be a Fifties throwback - some cars are but mine isn't - so I hate that word "retro".'

Looking at Stephenson's Mini design now reveals a host of striking details that suit the shape beautifully but owe nothing to the Issigonis original - the bonnet bulge and side vents, for example. 'They were actually chosen much later on when we realised we needed to extract more air from behind the wheelarches, so they had a legitimate function,' says Stephenson. 'The clamshell looks like it references the Jaguar E-type - my favourite car design of all time, incidentally - but it actually replicated the weld line of the original Mini. Attaching the headlights to the clamshell avoided panel gaps.'

'The wraparound glass is a modern architectural element, used to hide the structural beams in a skyscraper. On the Mini, the roof, glass and body sat in three layers, undisturbed. Again, this use of glass on the outside of the roof pillars would not have been possible in 1959, adding further to this sense of modernity. The only issue the engineers had with my design was the windshield rake angle. They wanted to lean it back further to reduce drag, but to maintain the right shape it had to be more upright. In the end we compromised to just the right amount. We got the shape right, and the upright windshield is a design feature of modern Minis to this day.'

By contrast, Stephenson's subsequent experience designing the new Fiat 500 couldn't have been more different. His success at BMW led to one of the most desirable appointments in the car design world - director of Ferrari and Maserati concept design and development in Modena, at a time when Italian marques were edging away from using independent design houses like Pininfarina and moving their styling efforts in-house.

'In 2006 I was called to a meeting in Turin with the new Fiat CEO, Sergio Marchionne,' Stephenson recalls. 'He said, "Frank, I don't know much about cars, but I do know about money. And

we need a new car on the road in ten months that will sell in big numbers, or Fiat will tank. Our only current success is the Panda. Can you design me something?"'

'I must admit, I cried my eyes out in my hotel room that night. I felt as though I had Fiat's future resting on my shoulders. You can't design a new car in ten months - it's a three year process!'

'But then, I thought about the Panda. It was Fiat's only big seller at the time, so I figured we could do a facelift, putting new panels onto its existing hardpoints, but approaching its design in the same way I did with the Mini, imagining a design evolving through time in ten-year increments.'

'The 500 was an obvious choice for this really. It put post-war Italy on four wheels, and its appeal connects new drivers with their parents and grandparents. But there was another important factor in terms of making it a bestseller - it needed to be neither masculine nor feminine, but, like the Mini, customisable by buyers in the showroom in whatever direction they wanted to take it. Unlike the Mini, it would also involve imposing styling from a rear-engined car on a front-engined, front-drive platform.'

'Volkswagen had done its New Beetle, and got this all wrong,' Stephenson says candidly. 'This rear-engined design on the Golf platform had made the dashboard too deep and the boot too small. Then they were hit with serious lawsuits in the US when it turned out back-seat passengers were being injured by the tailgate when it closed because their heads rested against the rear windscreen - of course, the Beetle shape was never intended to be a hatchback. VW couldn't afford to redesign

it, so it had to supply all its US hatchbacks with stickers warning rear-seat passengers to lean forward when the tailgate was being shut.'

'It was also too feminine in its approach, what with the flower vase on the dashboard, the lack of an

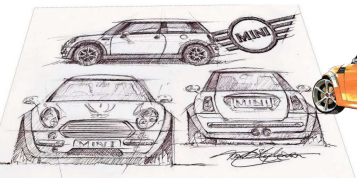
affordable performance variant and customisation options, and its marketing in general. Studies have shown that while women don't mind being seen in a masculine-looking car, men don't like being seen in an overtly feminine car, and of course customisation means the customer can take it in whatever direction they want to personally. But by designing such a feminine car from the outset, VW shot itself in the foot.'

'Thankfully, the shape of the original 500 was pretty upright at the back, so was the Panda platform we were limited by, and we knew we had Abarth on-board to do a pocket-rocket version that young men would want. Beyond that, it was merely a case of ensuring the car had enough overt design cues to make it instantly recognisable as a Fiat 500. And it worked - it turned the company's fortunes around and soon became Fiat's biggest seller. Now the company patterns its other cars around it.'

Talk of iconic design features gets Stephenson thinking about his earliest days as a professional designer, at Ford in the early Nineties when he worked on key details, rather than the car as a whole entity. Interestingly, his very first job involved reinterpreting something iconic - the high-rise rear wing of the Eighties Sierra RS Cosworth three-door which had to be evolved into that of the Escort Cosworth.

'I was straight out of college, young and wild!' quips Stephenson. 'I saw the biplane wing concept and thought of the Fokker DRI, the World War One triplane, figuring that adding yet another wing would produce even more downforce in the same way the third wing gave the plane more lift, as well as developing the original concept. I felt it would also give the car more personality than the old Sierra Cosworth which, although distinctive, was very functional and styled-by-engineering. But it didn't work out in the end. Ford always wants to take money

'I cried my eyes out that night. I felt I had Fiat's future on my shoulders'



Left: bonnet's Jaguar E-type resemblance was unintentional, but part of evolutionary approach. Above: customisation options and performance variants key to sales of new icons, says Stephenson



Main photo: relocated to Longbridge, Stephenson helps his Mini – the winner from a 15-strong competition entry – take shape. Bottom left: ensuring Mini's British identity despite German ownership was crucial. Bottom right: side-vent was functional late addition, but resembles Aston Martin DB5's.



out of projects to maximise profitability, so the Escort Cosworth ended up losing its middle wing. But it looked awesome with it!

Reinvention isn't just a lucky design brief to Stephenson, it's an entire design philosophy. 'Every marque has its iconic cars, which characterise it in the eyes of customers, and so every one of them could draw upon this sense of identity to appeal to buyers. It's an approach that could have saved companies in the way that the Mini and 500 did. Can you imagine if Saab had revisited the original 96, for example? The company might still be with us today, especially if it retained all that cool quirkiness that made its cars appeal to architects. I hope Lancia takes this approach with its relaunch. Its history of car design is the best in the world. I'd love to see a new Fulvia and Flaminia.'

It doesn't work for everything though. 'You're playing with fire with some icons. Walter Da'Silva is one of my car design idols, but he put his hand to redesigning the Miura and was shot down. No-one had anything good to say about it; it must've been horrible for him. The Miura is Gandini's masterpiece and reworking it backfired. You have to be careful about how touchy people can get, but you do have to lose your fear. It's not just a case of coming up with a modernised design - you have to ask yourself why it has endured as an icon, before picking up the recipe, doing your own version but making sure you don't lose the flavour that made people love it in the first place.'

So, which designs would Stephenson like to apply his Mini and 500 design process to next? Immediately his mind turns to

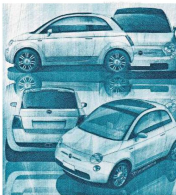
France, 'Citroën 2CV, Renault 4, Renault 5,' he says. 'People love those cars. But any reinterpretation would have to retain their sense of cheap simplicity and minimalism. In this sense I think Mini missed a trick in not also reinventing the Moke in this way. A modern Moke could be a truly classless car, very cheap and simple yet also perfect for wealthy people in the south of France. Land Rover got this wrong with the new Defender too.'

He also thinks of America. 'The Corvette, especially, is not what it used to be,' Stephenson opines. 'The new mid-engined version could not look more complicated if it tried, with lines everywhere for no reason. I'd return it to the simplicity of the original Sting Ray. The same goes for the Mustang - it looks too fussy and lumpen now. They looked back to the original 1964 design, but there's a lovely cleanliness to the 1970-71 cars that could be revisited too. Entire muscle-car models and marques could be brought back - Chrysler could do a Plymouth Barracuda, and I'd love to see a new Ford Torino.'

But while reinvented icons seem to have mined the Fifties and Sixties, there are many from more recent years that Stephenson thinks may inspire a revisit in future? 'I'd love to do a new Honda NSX, drawing upon the original's intensity, reflecting Senna and the VTEC,' he says. 'The Alfa Romeo SZ and Nineties Fiat Multipla too.'

'And don't get me started on BMW, making so much of a grille. Air intakes are much more efficient now, and can be made so small. Designing a car around a big grille is completely unnecessary nowadays, they're design for design's sake.'

'You have to be careful, but you do also have to lose your fear'



Top: Stephenson evolved the 500's shape over five decades in the same way he had the Mini's - but in much less time. Left: In Modena - when he penned the 500, Stephenson's main brief was Ferrari. Above Right: new 500 skillfully hid a Fiat Panda's structure beneath its panels.



Longstone

CLASSIC TYRES

225/45 ZR16 P700-Z

Pirelli have made a fresh batch of the original tyres that BMW fitted to their E30 M3 and their Z1 Roadster

PIRELLI
CINTURATO™

www.longstone.com
+44(0)1302711123



THE DRIVING ELITE

Rising F1 star Ronnie Peterson chose the new **Type 75 Lotus Elite** as his road car. We take the Super Swede's 1974 machine for a spin to travel in his shoes

Words: EMMA WOODCOCK. Photography: IAN SKELTON





Ita!Design cabin
brought Lotus
into the Seventies



Upright driving position sits low in the chassis



Peterson chose this fetching Oatmeal trim



Unique Lotus badges thought to be original



Wooden lever tilts seat for access to large rear seats

tighten my grip on the rim as the 1974 Lotus Elite Type 75 bucks the same feedback through my wrists that it sent to F1 superstar Ronnie Peterson. The intake hardens to a bark, the revs rise and the sharp bonnet drops away to clear the view ahead, echoing the black-and-gold single-seaters that made the four-season Team Lotus racer famous, but Super Swede used his just-launched wedge for far more humble purposes. Snug in Oatmeal fabric and faced by walnut veneer I've found myself getting to grips with a hotshoe's daily driver.

A pair of grainy photographs record the 25 June 1974 meeting where Peterson received his new company car, posing inside and out of the Lotus Yellow two-door with smiling company founder Colin Chapman. The Elite had rolled off the Hethel, Norfolk production line only the previous day. By the first day of July it was road-registered to Lotus Cars Ltd and ready to drive, giving Ronnie access to a new generation of Lotus road car. Pairing sharp-edged Oliver Winterbottom styling with the all-new and Lotus-designed 900 Series slant-four engine, the Type 75 Elite would launch the company upmarket and set the stage for the upcoming Esprit.

Fittingly for the most expensive four-cylinder model then on sale, the 2.0-litre engine dominates first impressions. It rushes to life with a first surge at 3000rpm that establishes its voice in a tightly-controlled tenor that first balances the exhaust burr, then overtakes it as the intake thickens a thousand revs later. Keep the accelerator down and the dohc four strengthens as the needle swings towards 5000rpm and peak torque. Sound and pedal response sharpen, daring me to climb further still.

Volume swells as I venture further, summoning the exhaust back into an increasingly strident soundscape. The tune behind my head is plainer now, a supporting role to an engine note that jumps pitch and hardens to match urgent, cresting acceleration that infuses the estate-like four seater with sports-car spirit. Squatting into its rear springs for the final run towards peak power – delivered on the cusp of the tach's orange paint at 6500rpm – the Elite lifts its glassfibre nose and lightens the rim in my palms, sniffing at cambers as the whole car comes alive.

Such high-rev responsiveness has a downside, which is exposed when traffic starts to build. Though the Elite boasts enough power to strike within 10bhp of its closest competitor, the 165bhp Porsche 911, its 135lb ft maximum torque lags behind the comparatively priced Dino 246GT sports car and the 5.3-litre V12 installed in the Jaguar XJ-S. Compounding the problem, the modest torque peak appears too far through the rev range for urban driving, forcing the Lotus to lug against its 3.7:1 final drive. A 4.1:1 later appeared in the options list but stirring the wood-topped gearlever offers the only immediate solution.

Ronnie would've known the sensation well. On signing with Lotus in November 1972 he was given an Elan Plus 2S 130/5 – the final numeral signifying its brand new, Lotus-developed five-speed manual. Pairing Austin Maxi gears with a cast aluminium casing and bespoke input and output sections, the gearbox replaced an aged Ford four-speed and was carried over almost unchanged to the Elite. In operation it reflects its utilitarian origins, trading the robust click-clack of its predecessor for a lighter, fuzzing sensation that ebbs and flows as ratios engage. Rushing shifts turns the lever foggy but loosening my grip reveals a soft weight that eases my hand through each shift.

Lotus had entered a new age of refinement. Born of a long-held desire to move the marque upmarket and away from its Lotus 7 kit-car routes, the Type 75 Elite – then codenamed Project M50 – was greenlit alongside the mid-engined M70 two-seater in late 1970. Incoming engineering director Tony Rudd conceived the pair as replacements for the ageing Elan, Plus 2 and Europa lineup, offering company founder Colin Chapman a golden opportunity to raise list price and luxury alike.

First hints of the project trickled into public view two years later, when Italdesign stylist Giugiaro debuted a nameless silver slash at the Turin Auto Salon. It was an act of defiance that sparked the M70 back to life. Chapman had shelved the concept in late 1971 but here was the shape that would soon become the 1976 Esprit. Closer to home, the 900 Series engine set to power the model range revolution also broke cover, though not under the bonnet of a Lotus. Instead the engine won praise for its mechanical advancement and eagerness in the Jensen-Healey roadster, only to cloud its reputation with a growing number of mechanical failures.

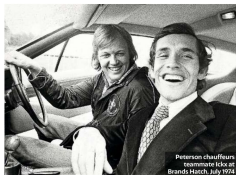
By spring 1974 the issues were resolved, power had jumped by 16bhp and the Type 907 powered the production-ready Elite into view. Innovation dripped from every corner of Winterbottom's first production-car design. Body construction was by Vacuum-Assisted Resin Injection to improve quality, with steel bars in the doors to offer side impact protection, while the windscreen was bonded in place to increase torsional rigidity and drop wind noise. A luxurious Giugiaro cabin with space for four adults should have sealed the deal, yet sales were slow.

Market positioning was a challenge. Fellow four-cylinder sports car from Porsche, Alfa Romeo and Jensen-Healey all sat four figures below even a basic Elite and grand tourer buyers expected larger engines. Competing with the similarly priced BMW E9 range, Citroën SM and Porsche 911, even a fully specified Elite was doomed to give best to the six-cylinder cars. Production figures reached just 2398 cars before Lotus debuted the upgraded Type 83 Elite in 1980.

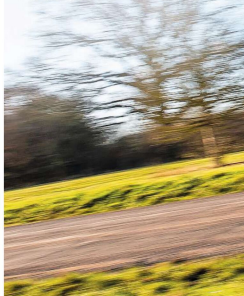
Ever the effective self-publicist – even his personal pilot drove a Lotus – Chapman wasted no time installing Peterson in an Elite. Scrutinising the chassis number reveals Ronnie's car to



Class tailgate opened by interior handle



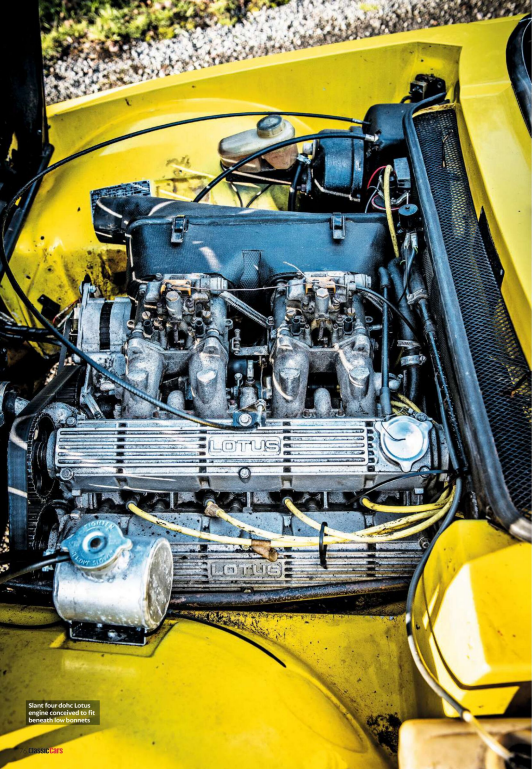
'Chapman wasted no time installing Peterson in an Elite'





Winterbottom shape
gives slippery 0.3 Cd
drag coefficient

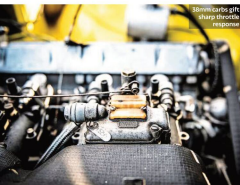




Slant four dohc Lotus engine conceived to fit beneath low bonnets



Lights raised by springs, lowered by vacuum



38mm carbs gift sharp throttle response



Boastful badging had become a Lotus tradition



GKN Mk7 alloy wheels standard Elite fitment

be the 207th Elite constructed for the British market, company records showing it was only the fifth finished in its eye-catching L07 hue. By July it was turning heads at the British Grand Prix, where Peterson used his new wheels to escort team-mate Jacky Ickx around the Brands Hatch facility. One surviving photo shows the pair grinning inside the cabin – with long-maned Peterson's hairbrush balanced atop the transmission tunnel.

The rest of the creature comforts came factory-installed. One step up from basic 501 specification, Peterson received his Elite with mid-range Optional Pack 502 installed. The upgrade junked the standard heater and basic Philips radio in favour of air conditioning and a combined radio and tape deck system with integrated microphone, complementing the halogen headlights, heated rear window and tinted glass that complete the package.

Stopping short of the range-topping Optional Pack 503 left the racer without power-assisted steering to drop effort and extend wheel-twirling to 3.5 turns between locks, leaving him to grapple with a more direct 3.1-turn manual rack-and-pinion. I'm quickly left questioning his decision. At parking speeds the Elite demands heft from both shoulders and shows stubborn resistance to any self-centring, traits only made worse by the jerks that kick through the Burman system at full lock to remind me of Chapman's aversion to Ackermann steering geometry.

Contrasts with the easy if elastic Elite 503 setup are stark and the suffering offers no early reward. At urban speeds the rim remains heavy and ponderous, kicking to life only to drag my wrists towards potholes, conspiring with the low torque levels and long gearing to form a stressful inner-city companion. But then I shake off the Slough outskirts and all is forgiven, the steering shedding its heft as I pass 35mph to reveal a constant conversation of changing surfaces and shifting grip levels. The messages are subtle and nuanced, acting in shifting weight and bubbling nuance to telegraph everything below the all-round 205/60 tyres. Suddenly the Elite feels like a Lotus.

I turn and the rim skims onto lock then tightens, using weight to hone its messages into sharp, uncluttered beats that distil the front-end grip. Tuning into the car beneath me I feel the same constant patter through the floor and the upright seat, explaining the action of the Armstrong telescopic dampers over bumps and confirming what I can already see across the yawing bonnet. Once through the slight bodyroll deadzone that initiates fast turns, the wishbone front and radius arm rear independent suspension offer soft-edged precision.

Nothing comes as a surprise as I carve along the country road. Lounge-like springing lets the Elite flow through corners in steady arcs, working with a lengthy 248cm wheelbase that ensures stability while reducing the underdamped secondary bobbing its extremities offer over surface changes. The ride never turns hostile, the rear leans into hard acceleration and the front dives progressively to the strong reactions of the Girling front disc brakes, combining to create a predictable and reassuring platform that belies its light 1091kg kerbweight. Long straights even give the 22.9mph per 1000rpm a chance to shine, dropping the engine and cabin noise to a hush.

Peterson wouldn't enjoy this multi-faceted personality for long. By April 1975 the Elite was up for sale through Camden

1974 Lotus Elite Type 75

Engine 1973cc inline four-cylinder, dohc, twin 38mm Dell'Orto DH-4A 4SE carburettors **Power and torque** 155bhp @ 6500rpm, 155lb ft @ 5000rpm

Steering Burman rack and pinion **Suspension** Front: independent, upper wishbone, transverse link, coil springs, Armstrong N64 telescopic dampers, anti-roll bar; Rear: independent, radius arm, rear lateral link, coil springs, Armstrong N64 telescopic dampers **Brakes** Servo-assisted, Front: Girling discs, Rear: inboard drums **Performance** 0-60mph: 7.4sec. Top speed: 128mph **Weight** 1097kg (2413lb) **Fuel consumption** 26.7mpg **Cost new** £5857 **Auction estimate** No reserve, guide price £20k-£25k



Flamboyant and unapologetically different, this Elite was the perfect fit for Super Swede

Motors, where it quickly found a first private owner in Oakham woman Rosemary Palmer. At £4999 her purchase offered a healthy reduction over its £5857 list price but still commanded £2500 more than a 1974 Plus 2 listed at the same dealership. After raising both front seats by 3.8cm she kept the car for seven years, rebuilding the engine with new camshafts in 1977.

Third owner David Wilkins of Rutland kept the car for mere months, kickstarting a decade that would see the Lotus bounce between owners across Cambridgeshire and Northamptonshire. The driveline, clutch, braking system and both front and rear suspension were all replaced or rebuilt during this period, before the car headed north in 1992 to meet its Doncaster-based twelfth owner. Two years later the Elite headed down to Kent, finally settling with its current father-and-son custodians in July 1996.

David and Alan Hiscock have lavished care on the car ever since, buying new Lotus badging the same day David acquired the Elite, and using it so sparingly that the odometer has climbed barely 2000 miles over the course of their ownership. 'We saw the car at auction and immediately fell in love,' says Alan. 'We paid £4000. I had my doubts over the price but I bought it as a project. The provenance was completely unknown at the time

but Dad quickly started to research it. And he knows how to dig! We found the photos with Chapman, then one day, as I wandered around a charity bookshop, I stumbled on the interior image with Jacky Ickx. I knew it was our car and writing to the photographer confirmed it.' David has also carefully compiled documentary proof of the Peterson connection, so bidders can be sure of its provenance when the car crosses the block at the Historic Auctioneers Ascot Racecourse sale on 12 March. The 68,000-mile survivor boasts a guide price of £20,000 to £25,000.

For Super Swede the allure of the Elite endured. Peterson left Team Lotus for March Engineering after the first race of the 1976 season, then spent the following year with Tyrrell, but soon found himself with a second Type 75 when he returned to the Hethel squad for his successful but ultimately fatal 1978 season. The appeal remains obvious today, splicing the Porsche-like enthusiasm of its steering and innovative engine with predictable responses and a cossetting yet informative ride to rival the far more expensive Jensen Interceptor. The slant-four stops short of the torque, flexibility and thudding soundtracks offered by six- and eight-cylinder competitors but current values position the Hethel car as a curio bargain.

The wedgy estate set new standards in Lotus construction, debuted an engine series that ran until 1999, and laid a path for the Eclat, Excel and Esprit. It straddles markets with mixed success but today it offers many of the same thrills as its more famous mid-engined sibling, wrapped up in a softer, more habitable four-seater package. At turns a tourer and a sports car, sometimes all in the same corner, the Elite is a singular machine. It couldn't be a better fit for the wildly oversteering Peterson, a racer who knew the value of driving differently.

'Current values position the Hethel car as a curio bargain'



RIMMER BROS EST 1982

A BRITISH COMPANY SUPPORTING BRITISH CARS



PARTS & ACCESSORIES
FOR TRIUMPH MODELS
1963 ONWARDS

ALL THE PARTS YOU NEED

Trust us to deliver...**Worldwide.** Millions of parts in stock.



Parts service also available for Land Rover, MG, Rover, Mini & Jaguar '96 on.

LAND
ROVER



JAGUAR
Since 1996

ASK FOR A
FREE
CATALOGUE

Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA, England
Telephone: 01522 568000 | Fax: 01522 567600 | E-mail: sales@rimmerbros.com
www.rimmerbros.com

QMP
GARAGE SOLUTIONS

UK MANUFACTURED
Since 1959



Work with us to build your dream garage.

01384 899 800 | www.qmpgaragesolutions.co.uk



PEGASUS
MOTOR SPIRIT

Mobilgas

GOODYEAR

DUNLOP

Firestone

CHEVROLET
TRUCKS

SHELL

[The Collector]

‘They all found me. I never went looking for any of them’

After a successful corporate career, Brian Bruce never went into retirement. Since leaving the boardroom, he has largely focused his mind and energies on running a 60-strong car collection

Words: WILHELM LUTJENHARMS | Photography: PIET HOCKE





Wilhelm and Brian pore over the 1953 Austin Special racer

It's fascinating to see what retired professionals set their minds to when they leave the corporate world behind them. Brian Bruce trained as a civil engineer and ran the boardroom of one of South Africa's largest construction companies. He entered retirement a few years ago, but he is definitely not applying it.

In the seaside town of Knysna, along the South Coast of South Africa, several collectors maintain their classic cars, having moved down from cities such as Johannesburg to enjoy a more relaxed lifestyle. Brian's significant collection is housed in a number of buildings and keeps him and his team occupied every day of the week. He also uses the opportunity to train his team members, which he has done with great success.

I get the sense that Brian runs the collection with the same meticulous approach I imagine he used in his corporate career. Although he has a strong interest in British machinery, the collection is still eclectic, spanning a century and virtually the entire spectrum, from luxury to a number of unique race cars.

Brian has officially called it the Parnell Bruce Collection, in order to include his mother's maiden name.

1953 Austin Special

As we enter the first building, the red single-seater with a large '77' painted on the front grille immediately draws my attention. Brian explains, 'This was Roddy Turner's 1953 Austin Special single-seater, hand-built at the time. I bought it around 2015 and soon realised there is a strong movement around the world for Austin 40 specials, especially in Australia. We eventually traced the original engine and gearbox. The former is unfortunately beyond repair, but the gearbox we are going to put back in the car. We've worked on the car extensively, and have everything sorted out except the gearbox. We've done some research and it seems this was only the second car in the world to have a tilted engine and the driveshaft down the side to offer a lower centre of gravity. Roddy Turner gleaned this from, I think, a 1936 Cadillac single seater where they did it.' The car raced in East London in South Africa as well as Cape Town in the 1953 to 1955 period. Under the bonnet is a 1.3-litre four-cylinder engine.

'It has a unique oil sump arrangement, but I don't think any of this really made a difference to the car. A friend of mine needed some money so I bought this from him. I would like to see this car race at our local hill climb in a couple of years. It has also raced in the South African Historic Series. But sadly my tall frame doesn't fit in it, so no wheel twirling this one for me...'

2003 KCC GT40

Brian also has a soft spot for certain replicas, so he has two GT40s. 'The orange one, a 2003 GT40, was built by Peter Bailey in Johannesburg, designed and manufactured with endurance racing in mind. The previous owner raced it and it was the class champion in the 2000s. The multi-colour example is a KCC GT40 kit car from the Nineties which I had completely modified. I chopped the back end off, and among a number of things, I installed improved suspension. These were the original kit GT40s, manufactured and available locally. It had a very bad chassis, basically a Ford Granada at the front and all types of questionable things at the rear. After much work it is now considerably improved. It is now purely a hill climb car. For example, it has no cooling fan, only a water pump.'

1951 Austin-Healey BNI

No Brit-focused car collection would be complete without an Austin-Healey, in this case a 1951 BNI. With chrome beading, overriders, mirrors and bumpers, as well as that pretty leather bonnet strap, it looks like the perfect car for a Sunday drive.

'It's a left-hand-drive version from the USA which was brought into South Africa and converted into right-hand drive. They are very hard to find and very rare over here. It has been nicely restored and has a high-compression-ratio 2.6-litre four-cylinder engine. They came with three-speed gearboxes plus overdrive.'

We walk past a 1966 Jaguar E-type fixedhead coupé and a 1970 Lotus Europa. The Lotus has also competed at previous Simola hill climbs, and was raced at the 2021 event by young Callum Price, one of Brian's team members.

We make our way to the next building. This is one of the two workshops where Brian's team restores and maintains the collection. Here we find a rare 1936 AC 16/80 Coupé de Ville undergoing a restoration, kept company by an equally scarce



A bit too cosy for Brian to race, but he still has racing plans for it.

Original engine beyond repair, replaced by a 1.3-litre four-cyl.



GT40 replicas built in SA by Bailey Cars, purpose-modified by Brian's team for drag racing and hill climbing.

'I bought the Austin Special in 2015 and soon realised there's a global movement for them'



Austin-Healey 100 came to SA via the USA.



BN1 converted to righthand drive for SA.



AC 16/80, replica D-type and Jensen-Ford receive attention in one of the two on-site workshops

1935 Jensen Ford Drophead Coupé. 'We believe the AC was displayed at the Olympia Motor Show in 1936,' Brian says.

1986 Realm Engineering D-type

A Jaguar D-type replica grabs my attention. 'This is a 1986 Realm Engineering Jaguar D-type on an Adrian Reynard chassis. It was built in the UK and brought to South Africa by the owner who retired here. It did some racing in the UK, what they call short-course racing. It came with the 4.2-litre engine, but we've now installed the 3.8-litre with triple Weber carburetors. It has a genuine Jaguar D-type inlet manifold. We've made some upgrades to the front so we can fit a vertical radiator, with expansion and header tank at the back - similar to that of the original D-type. We have a few complications routing some piping - it's a very tight space, but we are working on it.' Brian will campaign this car at the upcoming Simola hill climb.

Jaguar Mark IVs

We move into the next room, a larger workshop containing two big lifts. Under them we find a 1969 Jaguar E-type Roadster and a 1947 Jaguar Mark IV, with another Mark IV right next to it. 'Both Mark IVs are fitted with the 3.5-litre engine. I spent a lot of time with Proauto in George, finding specific rubbers that can work. We do modifications so we don't need to import everything. My assistants have rebuilt the instruments and all the chromework has been replated.'

1962 MGA Twin Cam

We move toward the corner of the workshop where a freshly painted and partially built MG waits. 'This MGA Twin Cam left the factory in Abingdon as a CKD [complete knocked down] unit in 1958. It was finally assembled by Motor Assemblies in Durban in August of 1962, and was the last Twin Cam to be built. This was the only factory outside the UK where

MGAs were built. It is one of only three factory-manufactured Le Mans specification cars.' It also has an additional modification plate on the car, indicating the engine upgrade to 1750cc from the standard 1.6-litre unit.

'There were technical problems with these twin-cam engines. They suffered from cavitation in the fuel supply and the engine had an unusually high compression ratio. The professional drivers knew how to look after these cars, but the amateurs didn't. So, often engines failed.'

'The last MG TC built at the Abingdon factory in 1960 was painted to special order in an MG TF colour, called Woodland Green. Because this is the last MGA assembled in the world, I also chose Woodland Green. After all, it came to South Africa as a CKD, so it had no colour.' I sense that in a few months' time this car will be ready and on the road.

1926 Rolls-Royce Open Tourer

We move to the next building where there are yet more cars to ogle, presided over by a row of four Rolls-Royces. 'The most desirable of the four is probably this 1926 20HP Open Tourer. It was rebodied in 1975 by someone called Eric Clough in Krugersdorp here in South Africa. It was originally a Hooper-bodied Open Tourer, later converted into a hearse and imported to South Africa where it served in Pretoria for 20 years. Albert Eisebeth bought the car and imported a new ash frame and this Barker Barrel body which he sold to Eric.'

We briefly walk through the next room, where several more British classics are parked, from MGs to a Morris as well as more Healeys. We spend another hour wandering among these cars, but it's the final building that Brian leads me to where some of the true gems of the collection are revealed.

COLLECTION HIGHLIGHTS

- 1909 De Dion Bouton Type CD Runabout
- 1911 Ford Model T Open Tourer
- 1921 Rolls-Royce 20HP shooting brake
- 1926 Rolls-Royce 20HP Open Tourer
- 1929 Graham Paige 612 sedan
- 1935 Bentley 3.5 Sports saloon by Barker
- 1935 Ford Jensen V8 Special Drop Head Coupé
- 1956 AC Acedes 16/80 Coupé de Ville
- 1951 Healey Tickford Sports Saloon
- 1953 Austin A40 Special single seater
- 1953 Austin-Healey 100 Le Mans
- 1953 Jaguar C-type replica
- 1956 Jaguar D-type replica
- 1958 Healey Special/Hanning Jaguar
- 1962 Morris Mini Cooper
- 1962 MGA Twin Cam Le Mans
- 1964 Austin-Healey 3000 MkIII
- 1965 Ford GT40 replica by Peter Bailey
- 1966 Ford Mustang 289 convertible
- 1966 Jaguar E-type S1 FHC
- 1966 Sunbeam Tiger 260
- 1968 Mercedes Benz 280SL 'Pagoda'
- 1969 Ferrari 365GT 2+2
- 1970 Lotus Europa S2 Competition
- 2002 Shelby XKR Convertible
- 2004 Shelby Daytona Coupe by Superformance



UK-built Jaguar D-type tribute has undergone continuous development



Jaguar 5-type OTS restoration is nearing completion



1947 MkIV 3.5-litre is another Jaguar undergoing some restoration work



His 1938 MGA was assembled in Dubai in 1962, making it the last Twin Cam built

1926 Rolls-Royce 20HP with Barker barrel-body twin-cowl coachwork





Rolls 20MP's upright screen can be opened for ventilation



Lifting the Rolls-Royce's cowl hood reveals a 3127cc straight-six



Brian talks candidly at the wheel of his 1935 Bentley by Barker is via rear-hinged doors



Entry to the 1935 Bentley by Barker is via rear-hinged doors

'The only reason I wanted a Ferrari is because of the Ford versus Ferrari battle'

1935 Bentley 3.5-litre by Barker

Here an under-licence, South African-built 2004 Shelby Daytona Coupé is parked in the corner and another GT40 replica from 2004, manufactured by GT40 Developments in South Africa. There's also a 1966 Ford Mustang Convertible and 1911 Ford Model T Tourer, but it's the 1935 Bentley 3.5 Litre by Barker that is the style icon in this room. 'Bentley went into liquidation in 1931 and was bought by Rolls-Royce. Essentially this is a Rolls-Royce badged as a Bentley. In fact, it is more than that, because although they used the Rolls-Royce engine, they did a lot of their own chassis design that made it sportier than the Rolls-Royce.'

'By 1935 this model was in its twilight years of production. Barker, a coachbuilder that didn't do many of these 3.5-litre straight-six models, bought this Bentley as a rolling chassis and hand-built this swept-tail two-door sedan bodywork onto it for the 1935 Olympia Motor Show. It is one of five made.'

'This car belonged to Dame Mary Bailey, who was appointed a Damehood for services to aviation. She is known for her solo flight from Croydon in England to Cape Town in South Africa and back in 1928-1929. Mary used this car in London, and when she came back to South Africa after the war she brought it with her.' Research is a vital part of the process to Brian.

1969 Ferrari 365GT 2+2

The silver 365GT 2+2 is the only Ferrari in his collection. Again, tracking the car's entire history, Brian discovered it received a full restoration that was completed in 1999.

'He never took the car out after the restoration, only starting it up once a month to let it run, and he had it serviced annually by a Lamborghini specialist because he didn't get along with the Ferrari people. He wanted to export the car, but then a dealer fortunately told him that I might be interested. When I saw it, I immediately did the deal; that was in 2014. I then contacted one of the best classic Ferrari technicians in South Africa, Carlo Viglietti, to sort out a few issues.

'The only reason I wanted a Ferrari is because of the Ford versus Ferrari battle... and that was before the movie! I didn't really mind which Ferrari it was from that period.'

Sitting in a 1909 De Dion Bouton, the oldest car in the collection, I ask Brian about his family history. 'My father was an aircraft mechanic. He was first a farmer in Scotland, then he joined the RAF and came out to South Africa as a navigation instructor during World War Two. Later he joined the Ford Motor Company. My grandfather joined Pioneer Motors in Port Elizabeth in 1914. He took the very first Ford Model A that came off the production line in 1928 and made the more than 230-mile trip to Oudstroom to deliver it to its new owner, but he caught pneumonia on this trip and died.'

When my visit is almost over Brian reveals, 'I have no driving force to collect or own any particular asset founded on some childhood memory. I am who I am and have what I have through circumstance alone. It all found me. All of it. I never went out to acquire any specific vehicle or artefact. The youngsters I have working with me, and those that I outsource work to, all of them came to me. I've seen people grow in knowledge, skill and capability way beyond their own expectation. Because they wish to do so, not because I expect it of them.' Restorations, maintenance, research, educating and racing. Brian is an inspirational figure when it comes to the art of car collecting.

The keepers - my GT40s

I ask Brian which of his collection he would keep if he had to drastically downsize. 'Interesting question. I don't love cars that much', says Brian with a straight face, before we all laugh. 'For me as a kid, the Ford GT40 changed my life. I think the GT40 at the time took us from the past into the future. It was the car that changed the way so many things evolved. It is probably one of the most iconic cars of all time. My dad died in 1969, but not before we enjoyed listening to four years of Le Mans. I would love to have an original, but that will probably never happen.'



Almost every car has space to move out without obstruction



Straight-six earned the Bentley 3.5 Litre the 'silent sports car' title



The classy cabin of Brian's 1975 Alfa Romeo Spider 2000



Brian saved the Ferrari 360GT 2+2 from export in 2014



[Epic Restoration]

‘Each place I looked, there was a little more rust’

How does a 26,000-mile Lotus Carlton wind up undergoing a 4000-hour restoration? Hidden rot, hard-to-find parts and one man's sky-high standards.

Words NIGEL BOOTH-MAN Photos NIEL FRASER



In my late teens, my poster car was a Lotus Carlton,' says Paul Darke. 'It was up there, for me, with the Ferrari Testarossa. Much later in life, I realised I could afford one and went looking.'

But not for a project. In fact, Paul was hunting for a nice example and early in 2015, he thought his luck was in when he heard of a car for sale near his home in Kent. 'This one had an amazing history and had only done 26,000 miles. I did a deal and got it for £21,000. It looked great, bar a spot of rust here and there.'

Paul soon found he couldn't put up with a spot of rust, and began investigating. First one rear wing had to come off, then another, then a sill. And each time it revealed a little more rust. Paul's smart low-miler was about to become a full restoration project. Would he hand it over to a specialist and open his chequebook? No. Having overseen a Lotus Carlton restoration before, Paul wanted control of each phase of the work and decided to take a hands-on approach. Not that the chequebook went undamaged, by any means.

'I ended up buying another Lotus Carlton for reference,' he says. 'Even more important, I got hold of the four-inch-thick workshop manual for this model. But the big delay was constructing a garage.'

Yes, before the work could begin in earnest, Paul endured a two-year hiatus while a large garage-come-workshop was constructed in the garden. Then, in the summer of 2017, the Carlton was pushed in through the doors and the strip-down began.

A man of steel

Paul took on the job of dismantling this large and complex car himself, but once he'd made the decision to get the bodysheet back to bare metal he employed the services of a local blasting company.

'They sent it back,' he says ruefully. 'The black mastic that the factory had applied underneath just caused the sand or grit to bounce off. I had to do it by hand with a special stripping machine and it took three solid weeks.'

At least the underseal should have kept the Carlton's sizeable hull intact, surely? 'No, the floor had rusted right down one side. The whole thing was going to have to be cut out and replaced,' says Paul. 'Lotus started with a standard Carlton and cut it here and there to make changes, for instance in the rear arches, but they didn't really add much rust protection,' he says. 'That's why I was finding the problems I'd discovered on this car. Yes, it hadn't done many miles, but it had lived outside.'

Paul met Simon Parkin, a talented welder and panel-beater, through a friend. 'I didn't realise how much Simon would end up having to do,' says Paul. 'This car hid corrosion very well - I think it must happen to many Lotus Carltons. For instance, water comes in through the vents on the bonnet, runs down the chassis legs and into holes in the top of them. You'd never see it, and I doubt an MoT tester would pick it up.'

Simon adds, 'There are three layers of steel where the chassis meets the inner wing, and it was a time-consuming repair. But there were lots of pretty big repairs. Where Lotus tack-welded larger rear arches in, I had to remake these from scratch. Both sills - inner and outer - had to be cut away and replaced. Paul mentioned the floors, and I actually cut a large section out of the spare car and welded it in, to ensure we had the factory seams.'

Ah yes, the spare car. The second Lotus Carlton came later, when Paul found he needed a real-life reference to ensure everything was built up to factory specification. Before that, Paul got lucky on a trip to King's Lynn to buy a Vauxhall (non-Lotus)

Carlton that was solid enough to supply many panels. The owner mentioned his son once worked for Lotus and had a lot of Lotus Carlton spares. Too good to be true? 'No, there was a new ECU, a bonnet, wheels, a turbo solenoid and lots more, so I bought the lot,' says Paul. 'Then it was back to Simon and the welding.'

Simon picks up the story. 'I made up jigs for the front and rear of the car to check it was symmetrical. The jig didn't need to be structural - we measured the car and it was already nice and straight - but it was a lot of help in fitting outer panels and getting everything perfect. It was a treat to do the car, actually. Paul's a nice bloke and wants everything done right.'

Epic understatement. But after six months of toil, the car was ready to move on to the next stage.

Goodbye, baby

It was a big day when the completed structure went off to meet the painter. This was Al Ribbens, a local craftsman Paul encountered because an automotive glass fitter saw Paul's car and said, 'There's a bloke down the road painting one of these.' To which Paul replied sarcastically, 'Of course there is!'

'And there was,' says Paul. 'He agreed to take mine and ended up having it almost two years,' says Paul. 'But that was fine - I drip-fed him with all the other body components and closing panels that needed painting, and I had a heck of a lot to do before I was ready to get the bodysheet back again.'

The most daunting job was the engine rebuild. The Lotus-modified straight-six has three big issues, as Paul describes. 'The timing chains are rubbish; Lotus Carlton people call them chocolate trains. The blocks crack at the top of the deck, and cooling is difficult with a vacuum-controlled auxiliary system that conks out

too easily, without anyone noticing until something goes wrong.'

Sure enough, each weak spot turned out to be failing on Paul's example, which added some other problems for good measure.

'The Lotus Carlton uses two Garrett T25 turbochargers and one of them had shed the tips of its impellers,' says Paul. 'The fragments had got into three of the cylinders and scored the bores, welding themselves to the piston crowns.'

This meant a re-bore, which in turn meant new pistons. Only you can't get new ones. The original slipper pistons were forged by Mahle but are not available in convenient oversize sets.

'I had to have them made,' says Paul. 'While I was at it, I wanted to renew the connecting rods and luckily enough the King's Lynn find provided around a dozen used ones.'

Out of these, Paul chose the six that matched most closely in weight, with only three grams between them. Con-rod bolts? You can't get these either, but Paul found that the bolts from a six-cylinder BMW M3 are close enough to use. At the front of the engine, he fitted new timing gear with an uprated chain and to his delight, sourced brand-new original equipment guides. Which left the cracked deck to deal with.

'It's very small, but it's problematic,' says Paul. 'The crack forms between a cylinder head bolt hole and the water jacket. The oil is supposed to come out of the block's non-return valve and travel up the head bolt hole into the head's oil galleries. But these cracks mean you get coolant and oil mixing.'

The accepted fix is to arrange an external oil feed pipe that bypasses the whole area, which is exactly what Paul did. Meanwhile he had the cylinder head rebuilt by RT Racing at Brands Hatch, which aquablashed and pressure-tested it, then replaced the valves and tappets.

Paul's approach to all the suspension components had been to strip them completely, refurbish with new bushes and joints,

Low Point

'Discovering just how rusty it was, I think - not just wings and sills but chassis rails and a whole floor on one side'
Paul Darke



It looks okay, but few cars can hide the rot like a Lotus Carlton



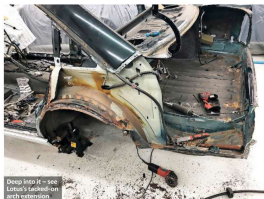
The underside after tedious stripping with 1-HiX Blast



Factory-correct underneath, down to hair-tooth clips and flings



Al talks through the incredible paint finish



Deep into it – see Lotus's tacked-on arch extension



Floor section sliced from donor car



Simon offers up a new rear wiring panel



Bodyshell after welding, protected with epoxy primer



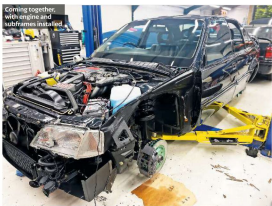
Crack between oil port and water jacket is a typical L-C weakness



Paul Darke outlines some Lotus Carlton Achilles heels



Grimy block stripped for examination



Coming together, with engine and subframes installed



Slight tail-up stance is a Lotus Carlton characteristic

then paint or epoxy coat them. He did, however, need to find someone to create replacement lower wishbones at the front. That man was Joe Ellis of Agamemnon, a Lotus Carlton specialist near Daventry, Northants. Joe has worked on these cars for 25 years and has acquired various factory moulds and jigs to allow body and chassis items to be remanufactured.

'The Lotus wishbones were extended for camber adjustment and greater track,' he says. 'I don't know how Paul's car ended up with standard ones, but we were able to provide these parts - and plenty more - to make it Lotus-specification again.'

Imperial march

Al Ribbens had a lot of hours in front of him before he could load the gun with Imperial Green - the only colour available to Lotus Carlton buyers.

'When I got the car, I had the doors and bonnet off and on several times to gap the panels,' he says. 'I fitted all those bits of body kit again and again. There are dozens of pieces on a Lotus Carlton. I filled up the paint oven five times as I worked through them.'

And before he got there, Al had to repair many of the GRP mouldings, which were rather thin and feeble. 'You have to sort out the fractures. Get a Dremel into the cracks, re-resin the area, then a gel coat. Then spray it out with degreaser, just to give a wet finish that lets you see how it might look in paint. Once it's primed, you can use a guide coat and a sanding block to show up any remaining high and low spots.'

Al says he prefers to concentrate on one piece at a time - one door, for instance, rather than tackling all four at once. He also foresaw the length of the job and over-ordered the Imperial Green to ensure everything was painted with the very same batch, for a totally consistent finish from the towing eye cover to the boot spoiler. What about the paint process itself?

'Paul had protected the underside with one stripe-coat [fiddly bits like seams and welds] and two top-coats of epoxy, so I abraded that and applied a two-pack primer filler, then bashed it down with 320 grit, then wet-flattened it with 800 and 1000-grit,' he says. 'If you can leave it to settle for a fortnight it gives a far nicer result, but you can't do that in a modern commercial bodyshop. It was nice being able to take my time.'

Time for the finish, which Al describes, 'Imperial Green is a form of green pearl, and to get the best out of that you need lots of fine coats. I applied five coats mixed 50/50 with thinners, so it goes on mikrons thick. Then it needed two coats of medium-solids lacquer.'

Everyone needs a Barry

Paul wasn't kidding when he said there were 4000 man-hours in this restoration, and nor is he exaggerating when he says 1000 of those went on sourcing parts. 'I got pretty good at tracking things down myself, but then a fellow Lotus Carlton restorer called Alex le Surf put me in touch with a chap called Barry France. And Barry's really good at it.'

Barry joined Vauxhall at the age of 16 and ended up working in the spare parts warehouse. When he left, 27 years later, he had a complete parts catalogue on an old laptop and this, combined with his experience and the ownership of a couple of Lotus Carlton, gave him unique knowledge.

High point

'At the NEC show, particularly when I met the man from the supplying dealer who performed the PDI on this car when it was new'
Paul Darke

Devil in the detail

With the painted bodyshell back home and the engine and front subframe built up, Paul should have been on the home straight. But everywhere you look on a Lotus Carlton there are added complexities. Some of the first things to go back on the 'shell were brake lines and the fuel system, but that was held up because it's more than just a tank, a pump and some lines.

'There are pressure regulators and pulsation dampers,' explains Paul. 'They're £250 each when you can find them. The radiator was another thing that I had to have made specially, and it's very crowded in that front end with the air-conditioning condenser, oil cooler and so on.'

As the engine came together, Paul tackled other numerous other challenges ranging from significant ones, such as cooling, to the most superficial concerns - like arranging for 3D-printed copies of the original HT lead clips to be made with an 8mm diameter, because the original 7mm HT leads are unavailable.

'The cooling system that's supposed to keep circulation going after you turn off has a pump that's controlled by a vacuum via a three-way valve,' says Paul. 'I just had to rebuild it all - I reckon 90% of the systems out there aren't working properly.'

Did anything come easily? Yes, actually.

'The interior was great, as expected from a low-mileage car,' says Paul. 'The Connolly hide responded to leather cleaner and conditioner, and it still has the leather-covered plaque on the glove box engraved with number 0234, the Lotus build number for this car.'

To complete the cabin, Paul had the veneer around the gearstick French-polished. The stereo's head unit failed, meaning Paul ended up buying three more on eBay, only to find that none worked properly - so he found a radio specialist who was willing to make one good one from the four.

As the car neared completion, it was due for a debut at the Classic Motor Show at the NEC in Birmingham, and Paul called on the services of one more specialist. Leanne Corps's business is Angel Detailing in Tonbridge, possibly unique in having an all-female team... and an obsessive approach to match Paul's own. Leanne explains the process.

'I used some special lights to assess swirl marks and then cleaned it down with panel wipe,' she says. 'Because it's new paint, it needed nothing more. Then I taped up all the seams and badges and gave it a two-stage polish; fine on a rotary polisher and extra-fine

MY FAVOURITE TOOL



MBX Blaster, Paul Darke

'It's the only thing that would strip off the rubberised coating on the underside of the car,' says Paul. 'It's a very tough, high-speed rotary wire brush, more flexible than the kind you get on an angle grinder and with a different action that just seems to work without clogging. The downside was that it got me black from head to toe - the stuff came off the car like fine, slightly sticky sand. The floor under the rotisserie was black too.'



Imperial Green is so dark as to be almost black when indoors



Crack in wooden gearshift surround led to new French polish



Six-speed ZF box is shared with Corvette ZR-1



Blaupunkt head unit made from best of four



Paul Darke enjoyed refitting the car's high-quality interior

on a DA machine. Then I had to wipe it down again and blow the polish dust away before applying the ceramic coating.'

This seemingly magical substance arrives in liquid form and is applied rather like polish, but then must cure indoors for 12 hours, hardening to a protective layer that resists anything from road tar to bird droppings. Running your fingertips over the finished surface is spooky – it's almost frictionless, like Hotblack Desiato's stunt ship in *The Hitch-Hikers Guide to the Galaxy*.

This amazing finish does justice to a restoration so detailed and committed it would be hard to top for any professional specialist, never mind an individual. Paul invested around £90,000, which includes having many items specially made and spares left over, but doesn't price in Paul's own time. He's keen for people to know the true cost of bringing one of these complex cars to this standard. So how was it received?

'The NEC was amazing,' says Paul. 'I was staggered by the comments, with many saying it was the best car in the show. Sometimes they were three deep around it. I cannot express how much love there was for it, so much so that I found it hard to sleep!' Pity – he deserves a rest, after all.

**NEXT
MONTH
FERRARI
1955**



Maranello

CLASSIC PARTS

Preserving the past, present and future:

+44 (0) 1784 436 222



www.ferrariparts.co.uk

THE ONLY AUTHORISED WORLDWIDE FERRARI CLASSIC PARTS DISTRIBUTOR



1972: car and extras curiously invoiced in dollars, but paid in pounds



1973: spring 1973 Herford North Rhine-Westphalia Germany at base with Charles' colleagues

[Life Cycle]

LIFE STORY OF A

Dino 246GT

Bought new by an Army pilot, this Dino has raced helicopters, caught fire and been crushed by a tonne of precious paper

WORDS RICHARD MASON PHOTOS LAURENS PARSONS

1969 - Charles Trevelyan visits Le Mans

'I spotted a yellow Dino 206GT at Le Mans and I simply had to have one,' says retired Army helicopter pilot Charles Trevelyan. 'There's something about the silhouette, those curves; captivating.'

In 1969 Charles had seen his pay increased by £1000pa for flying Bell helicopters for the Army in Germany. He calculated that by saving up, and utilising a NATO discount that would reduce the UK price from £5878 to £3900, he could attain the object of his desire within three years. However, a price increase and a snobbish boss would nearly put the Dino tantalisingly beyond reach.

'By June 1972 I could afford the Dino so I wrote to Ferrari in Italy expressing my interest. I received a reply on "Dino" headed notepaper informing me they couldn't deal direct, instead putting me in touch with Maranello Concessionaires of Egham, Surrey. Mark Konig, the sales manager, agreed to bring a demonstrator to the Bear Inn at Woodstock and we would have lunch together before the test drive.

'After giving me a passenger ride Mark suggested swapping seats so I could drive. But I couldn't. I was nearly in tears. I was emotionally overwhelmed by the look, the sound with those chain-driven camshafts. Really the E-type is the only car that can be considered in the same breath but it's like comparing Sophia Loren to Twiggy.

'I had to scrape every penny together because I wanted extras like electric windows at £70. I put down a £500 deposit via my family's company because Ferrari would give them a £250 discount, which they would pass on - vital for my plan to work.'

Charles opted for cheaper plastic upholstery, but a shock was in store. 'I was summoned to the squadron leader's office. Apparently he'd heard about my plans. He was a distant man and spoke softly. He asked what model, I told him a Dino. He gave a wry smile and said, "Not a proper Ferrari like mine." He had a 365GT 2+2. I played along and agreed, then there was silence. Eventually he asked, "What upholstery are you having?" I told him plastic. Now when he got angry a vein in his forehead was used to stand out and throb, and to my horror he was in full throb. A lecture followed, laced with Anglo-Saxon expletives informing me that no officer in his squadron had plastic upholstery. I saluted and left. How on earth was I going to afford another £75 for leather? Nothing for it but to ring my parents and explain the jam I was in. Luckily they agreed to fund the upgrade. Later I told my boss, who replied, "Good, good, that's exactly what I expect from officers in my squadron." Most of my colleagues were buying BMWs, which were cheaper, hence they could afford leather.'

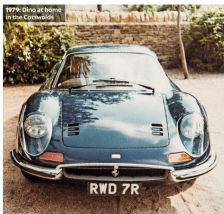
Then Ferrari increased the price of the Dino by £75. 'I came back to England and went straight to Maranello Concessionaires to meet with the boss, Colonel Ronnie Hall. I told him I simply couldn't afford the price increase having stretched myself to the limit and beyond. In a quite charming way to a youthful Army Captain he assured me my car would be invoiced at the previous price, and so it was.

'I was due home for Christmas 1972 but military duties delayed me. However, the Dino was waiting at Egham so my parents caught the train and brought the car back to Gloucestershire on 11 December.





1973: Charles' other machine – a Bell Sioux army chopper



1979: Dino at home in the Cotswolds



Now in its 50th year, the Dino remains in the Trevisan family



1979: sharing driveway space with the 308GT4 owned by Charles' father



Incidentally my mother raced a Morgan at Le Mans in 1938 so for her collecting a Dino was great fun.'

Forty-nine years later Charles recalls sitting in his Dino for the first time, 'The car was in this very same garage as it is now, pointing outwards. My colour choice of Blu Scuro was just as I imagined it. The extra front bumper bar looked perfect along with the extra chrome prancing horse on the radiator. Sitting in it and looking through the raked screen at those bulgy wings with the bonnet sloping away between them, it blew me away. My dream was realised.'

NATO discount rules dictated that the Dino needed to be kept out of the UK for two years. Charles decided to get the first service done by Maranello. 'Throughout that December my father and I took the car on numerous long drives down the M5 motorway and then turning left onto the M4 to Swindon and back home to get to the service interval mileage. After the 1500-mile service, I put what luggage I could in the small boot, with the rest on the passenger seat, and headed back to Germany. Being 24 I was quite daring and at one point on the journey I was in the centre lane of the autobahn; pushing the accelerator to the floor, I waited. Eventually the acceleration subsided and I was doing an indicated 152mph, taking a useful chunk out of the 550-mile drive.

'The Dino was parked by my helicopter in the squadron hangar under an army parachute. People were forbidden to touch it. My colleagues used to joke about it because I never went out in wet weather and was always polishing it. At the annual hangar inspection the over-promoted pillocks who did the inspection complained about my civilian car being a fire hazard. I told them it was a Ferrari, a grade above a civilian car. After that they left me alone.'

True to his daring nature Charles accepted a bet to race a Bell helicopter. 'My car was parked outside the mess and one of the other officers challenged me to race from our base in Herford to an airfield in Osnabrück, where we would practice landing with engine failure. This was about 35 miles away. It was easy for me to blast off up the autobahn flat out in the Dino. However, the helicopter had to be warmed up to 100°C then undergo a strict sequence of safety checks, before finally getting clearance from air traffic control. I had to drive like nobody's business but I won a bottle of champagne.'

'There were further exploits. 'Sitting low, you feel you are going faster than you really are. I loved

chasing Porsche 911s because their top speed was only 138mph - a silly and dangerous thing to do.

'The radio/cassette I'd had fitted had a microphone on a long cable to enable recording onto a tape. One day, to amuse myself, I put the microphone through the passenger window and taped it to the air intake. Setting off at some speed down the autobahn I revved the engine hard. Later I played the recording back in my bedroom. Quite childish, really!'

Charles' Dino came to the rescue of the base doctor when his dog went missing. 'I took the doctor's wife in the Dino plus her two small children to search for their dog. Luckily we found it and put it in the Dino, only to find the passenger door wouldn't shut. Clearly, all the extra weight was distorting the body.'

As a soldier Charles also got a discount on fuel up to a maximum of 44 gallons a month, useful in offsetting the cost of trips back to England for car servicing. Charles admits that looking back he didn't realise how much the Dino cost him to maintain.

'At its 3000-mile service in March 1973 I had a long list of warranty items. It was disappointing to have to ask for rust to be repaired so early on. There were patches of minor corrosion under the passenger window, engine compartment and underneath the car. The driver's seat leather also needed replacing: they made a poor job of it too. In June it was back again for another 3000-mile service which, at £110 a time plus the cost of travel, was expensive. Eventually I bought an Alfaud to keep the miles off the Dino.'

At the 9000-mile service in July 1974, new dampers were needed. Charles is adamant his driving exploits hadn't caused undue wear. 'The boot seal also failed, rotted away - poor really - so I bought a Rolls-Royce one and cut it to shape. Cost £2.28, and it's still there.

'I was so busy with flying duties that, sad to say, the Dino had little use. For two years it was sitting under the parachute until February 1977 when I was appointed to an instructor's job at RAF Cranwell in Lincolnshire. The Dino had its first UK registration - RWD 7R - with 1977 plates even though it was a 1972 car. By August 1978 the Dino's snout was peeling so Charles booked it in for repair. 'I was horrified when I went to collect it because it had been given a complete respray, apart from the roof, and me a bill of £952. I complained, only to be told that had I been charged the correct price it would have been £2500.'

Charles then considered another race between Dino and flying machine. 'I really thought I could out





June 1979:
Honington Hall
Shipston-on-Stour
HR Owen Event



1979: HR Owen detail
trophy loan terms



June 1979: Charles
accepts Dino's
Champion of
Champions Cup



The Dino has needed expenditure in many multiples of its original purchase price to keep it looking as good as this



1979: Charles' mother
Prudence Trevelyan
at Honington Hall



Current owner Piers
shows writer Richard the
integrated microphone

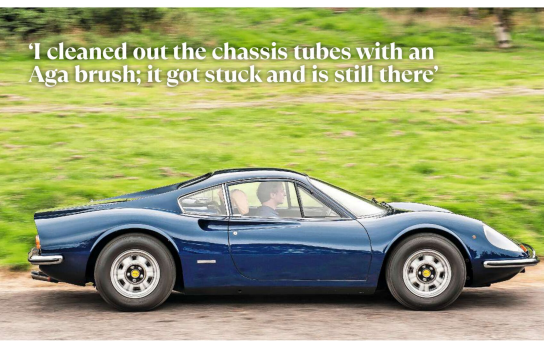
June 1979: outside
Horsington Hall for
the HR Owen Event



1980: Charles &
Dino at Prescott
Hill Climb event



**'I cleaned out the chassis tubes with an
Aga brush; it got stuck and is still there'**

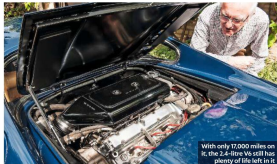


2017: Dino at Autotec
undergoing respray for
cabinet-inflicted damage



August 2021: at the
Broadway Car Show in
a neighbouring village

2015: Dino under a cupboard of *Classic Cars* issues, leading to a £15k insurance claim



With only 17,000 miles on it, the 2.4-litre V6 still has plenty of life left in it

-accelerate a BAC Jet Provost. I began making plans, but the commander got wind and I was banned.'

Despite minimal use, the Dino deteriorated. 'This was in spite of me Waxoyling the car. I also cleaned out the chassis tubes with an Aga brush, which got stuck and is still there. We had five-gallon drums of WD-40 to clean aircraft frames; I used some to clean the suspension and protected it with grease. But the glassfibre undertray was deteriorating so I had a new one made of aluminium by a garage in North Leach. Later I discovered that the glassfibre under the wheelarches was in poor shape. I made up a template and the RAF workshop made replacements in Dural alloy, which is used on aircraft.'

Clearly all this attention paid off because in June 1979 the Dino won HR Owen's 'Champion of Champions' prize, which was featured in *Playboy*. 'My mother was so thrilled by the attention she went to the newsagents to buy a copy. In those days it was called a "top shelf" magazine. She couldn't reach it and asked the assistant to get a copy down. She was taken aback by the strange look she received.'

By 1984 the Dino was back at Charles' home in Gloucestershire where it sat in the garage with seven other cars. 'I decided to run the engine without moving any of the other cars out of the way. But it wouldn't start, maybe flooding. So I took the plugs out and then turned the engine over on the starter. Fuel in the cylinders shot out into the starter which promptly caught fire. Whoosh! In a panic I took my sweater off using it to douse the flames. You can still see the scorch marks on the engine insulation. I had to repaint the bonnet lid but nothing else.'

Invoices show the Dino had clocked up 15,404 miles by September 1985, at which point Charles changed the registration. 'My mother thought the Dino deserved something more distinctive and so she gave me 3 DER from one of her cars. It doesn't stand for anything. From 1985 until December 2001 the Dino was hardly used, just occasional Ferrari Owners' Club pub meets.

'In December 2001 it was recommissioned at a cost of £582. It needed new battery, fuel pump and seized brakes freeing. There is a note with advisories for the brakes and dampers. So back it went in October 2002 for the extra work, which included replacing all lines that carried fluids of any sort. Total bill £5102, - more than the car cost me. Four dampers alone were £500. But a year later it got worse. I had a bill of £6000 to

have all the suspension powdercoated and too many other items to list, plus yet another battery. Oh, and a second re-chrome. Then I put the Dino in storage in North Leach at £1500 a year until 2010. Frequent recommissioning work followed. My calculations say that from April 2006 until January 2013 I'd spent £17,520 and hadn't driven anywhere.'

Financial prudence motivated Charles to bring the Dino back to his home garage, parking it beside a wall-mounted cupboard containing *Classic Cars* issues dating back to 1993. A costly decision. 'One morning, January 2015, I went in the garage and the huge cupboard was lying on the Dino. To remove it I had to smash the back of the cupboard open, remove the magazines and then drag the cupboard off the body causing more damage. Luckily the insurers coughed up the £15,200 to repair it which included a bare metal respray, all done by Autotec at Andoversford. With 22 years of *Classic Cars* back issues weighing 1.06 tonnes the damage isn't surprising. And then another £5845 recommissioning after the damage repairs were completed at 16,472 miles. And of course a battery. Also its first set of new tyres.'

15 May 2017 - Piers Trevelyan takes over

'I only heard the Dino running for the first time when I was about 12,' says Charles' son Piers, 31. 'It had just sat in the back of the garage because my father's interest was more with vintage cars; that was true for me too. Since I've owned it I've done all the repairs myself, being a vintage car restorer by trade.'

'Despite all the recommissioning, it was misfiring. For £15 I bought a gasket set for the carbs, stripped and cleaned them, and since then it's run perfectly. I think with the best will in the world, Dinosaurs weren't built as well as they should've been, and are rust-prone. It's nice to keep it in the family, though; it's like an old estate; it needs to be maintained to enjoy it. But enjoying it is hampered by its 17,000 miles, originality and single-family ownership. I'm in a quandary because if I start putting the miles on I'm compromising its timewarp provenance. Not that it'll ever be for sale, but as there are so few left it's vital this one is preserved. So I'll only do local shows.'

'People say it's not a proper Ferrari. I disagree - this was Enzo's tribute to his son and I think a very fitting one, harking back to the days of sports racing cars. To me it's without doubt the prettiest Ferrari ever.'



Six steps
to buying a

Porsche 996

Porsche's current bargain 911 can be rewarding – if bought carefully

Words RICHARD DREDGE Photography JOHN COLLEY

Porsche's first watercooled 911, the 996, is currently at the bottom of its value curve. Shop around and you can buy one for £10,000 or even less, meaning it steps into the shoes of the old 2.7 and 911SC as the cheapest current way into a sports car icon.

However, new engineering brought new challenges with it. When Porsche designed the new 996, it roped in Toyota to help with its production design, with the intention of making the car cheaper to build and more profitable than its hand-built air-cooled predecessors.

As a result the 996 911 ended up sharing a great deal with its little-brother Boxster, but this includes some unfortunate engine-design flaws, making 996 buying something of a minefield for the unwary. To help guide us through, we enlisted the help of marque experts Mike Chare of Zuffenhaus, Steve Bull, and Performance Porsche Klassiker.

Which one to choose?

► Drawing its styling inspiration from (and sharing some frontal body panels with) the new Boxster,

What to pay

- Basic Carrera 2s start below £10k, but you're best off spending at least £11k-£17k. The best make as much as £23k. Carrera 4/4Ss carry a £5k premium.
- In Turbo terms, £27.5k gets a privately-sold high-miler, £35k buys condition one, and £44k gets a warranted example from a dealer.
- GT3s range from £48k-£72k. Beware signs of track damage on 'cheap' examples.
- Similarly, top GT3 money buys a scruffy GT2, although most are £82k-£95k investor favourites.

Porsche's 996-generation 911 Carrera was launched in 1997 as a 1998 model, in coupé and cabriolet form, a 3387cc flat-six, and a choice of manual or Tiptronic semi-automatic gearboxes.

► Four-wheel-drive Carrera 4 followed in 1999. Carrera renamed Carrera 2 to differentiate. Available as a coupé or cabriolet.

► 1999 also saw the racing-homologation, coupé-only GT3 launched, with 350bhp from 3598cc driving the rear wheels in a lightweight, stiffened structure.

► Turbo coupé and cabriolet, with four-wheel drive and an engine based on the GT3's, was launched in 2000. Rear-wheel-drive version of Turbo, the GT2, also launched in coupé-only form.

► Carrera 2 and 4 engines grew to 3596cc in 2002, accompanying the launch of the Targa body style (a large retractable glass sunroof rather than the old removable roof panel and roll-bar) and the Carrera 4S, which combined Carrera 4 running gear with the Turbo's wider track and bigger brakes.

► The 996's swan-song was the 2003 381bhp GT3RS, created to homologate the car for use at Le Mans in 2004 – the year the 996 was replaced by the new 997.

'It steps into the shoes of the old 2.7 and 911SC as the cheapest current way into a 911'



Bodywork

The 996's bodywork doesn't normally rust at all, so any sign of corrosion means the car has been crashed then badly repaired; invest in an HPI check before buying any 996. While most panels are galvanised steel, the front and rear bumpers are plastic, so check for cracking and crazing that indicates parking by touch; most 996s have rear parking sensors.

Investing in some rustproofing is worthwhile to ensure the underbody fittings don't corrode, because they can do after years of exposure to the elements. This is especially true of the brake, fuel, coolant and air-conditioning pipes which run the length of the car. These are partly covered by a plastic undertray which is prone to gathering water, which then rots the steel pipes running over it. Budget £200 to replace the pipes that run the length of the car with original-equipment steel items – which will eventually corrode – or £400 for more resilient copper items.

Soft top

The early cabriolet had a plastic rear window which fogs up. It can go brittle and split but it's possible to

fit the roof from a later 996 with a glass rear window. This means replacing the whole roof, at £1200 all-in. The soft tops last well but for year-round use you can buy a used factory hard top for £500. If a cabriolet roof has leaked, water can get to the alarm control unit that's under the front passenger seat, leading to the alarm setting itself off without provocation. A replacement control unit costs £1000.

Engine

One of the most serious potential issues is failure of the IMS (Intermediate Shaft) bearing, which can lead to complete engine failure and a £7500 rebuild job.

However, while the costs to fix an IMS are high – £800 plus VAT for parts, and a job typically taking 9-12 hours – the chances of the problem occurring are lower than the internet would have you believe. Anyone servicing the car should always check the oil filter bowl for swarf, which is an early warning sign of the IMS starting to fail.

The IMS drives the camshafts, and its bearing is sealed for life. The grease in the seal leaks out so it's not lubricated properly, leading to failure of the seal

Booster-like 'fried-egg' front end and water-cooled engine riled marque purists, but that makes a 996 great value today



Interior is shared with the Boxster – helpful if any trim is missing or damaged



and the bearing, which throws the cam timing out to the point that valves hit pistons. Improved seals are available, but fitting them entails removing the gearbox and clutch. If the car needs a new clutch but is on its original bearing, it's the perfect opportunity to fit to an uprated part. The rear main crankshaft seal (RMS) should also be replaced at the time.

The RMS was a weak point on Porsches of this era with leaks not uncommon. Although the seal is inexpensive, labour is costly because it's difficult to access. Fitting a stronger 997 RMS is recommended.

If an RMS leak is minor it can be delayed until a bigger job needs doing, such as replacing the clutch. But once the RMS has failed, oil can get onto the clutch, wrecking it. Clutches tend to last no more than 50-60k miles, by which point the dual-mass flywheel might also need to be renewed at £700.

Early 996s were 3.4 litres, enlarged to 3.6 from model year 2001. The latter has more torque but both are strong performers. The GT2, GT3 and Turbo have a different engine altogether, based on the 911 GT1 Le Mans racer's Mezger-designed competition unit, which doesn't suffer the same problems.

Cracked cylinder heads were a problem on some 996s, but this is a relatively rare phenomenon; early 3.4-litre engines have proved much more prone

to this than post-2001 3.6-litre units. The engine's cylinder liners can also crack, allowing the oil and water to mix. Cylinder bore scoring manifests itself as a light ticking noise at low revs and blue smoke from the exhaust. Badly scored bores will also necessitate one of those £7500 engine rebuilds.

Occasionally the oil separator on the top of the engine fails, allowing oil into the intake, and causing excessive blue exhaust smoke. It's a cheap part but fiddly to change with the engine in situ. Don't confuse problems here with the usual flat-six trait of the occasional small puff of oil smoke from the exhausts after a car has been sitting for a while.

Gearbox

The synchromesh can wear out on high-mileage manual-gearbox cars; it might also jump out of gear on the over-run if the gearbox has been abused. Parts prices are astronomical and rebuilding a gearbox can cost as much as £10k – more than an engine – so it makes more sense to fit one from a low-mileage breaker for £1.5k-£2.5k all-in. Breaker 996s won't always be easy to come by though.

The Tiptronic gearbox is reliable but make sure it's had the oil and filter service, due at 12 years or 96,000 miles. This improves fuel economy and gear changes.



The IMS bearing issue affects fewer cars than its reputation suggests, and there can be warning signs



The differential bearings can get noisy on high-mileage Carrera 4Ss and Turbos; changing the oil at 12 years/96,000 miles will have helped reduce wear. It costs £1000 to rebuild a differential but used replacements can be picked up for half this. Swapping a diff over is a relatively easy job that shouldn't rack up too many hours of labour.

The 996's suspension is very effective and reliable, but the bushes don't normally last more than 50,000 miles. Renewing them is costly because there are four per side at the rear and this costs around £100 apiece.

Brake discs and pads are £400 for the front pair and £375 for the rear.

Trim and electrics

Light grey interiors look tatty quickly while some of the trim wears and gets readily scratched. Ensure the air-con blows out refrigerated air; the front-mounted condensers rot out and replacing them costs £425 for the pair. The plastic headlight lenses tend to go dull, but these can be buffed to look as good as new.

Don't pay extra for a PCM sat-nav and stereo, because Porsche stopped supporting this years ago; a double-DIN aftermarket head unit can be fitted. From 2001 the units were upgraded to PCM II. These are more difficult (but not impossible) to replace.

A design icon in time? The 996's full-width brake-light graphic has been revisited in the styling of the latest 911.

Owning a Porsche 996

Neil Smith, Staffordshire

Neil Smith bought his 996 Carrera 4S seven years ago. 'I do about 5000 miles each year, mainly going to lots of events with TIPEC,' he says.

'So far, the car has been as easy to run as a Mondeo and despite the performance available I average more than 30mpg. When I bought the 4S, I was underwhelmed by the driving experience... then I had the geometry set up correctly and it transformed the car.'

'There are 996s out there that have wrecked engines or have been in a crunch. Buy an accident-damaged Porsche and you'll need to be a professional restorer. Even rebuilding a 996 flat-six is a job best left to the experts because various special tools are needed. A car with tired running gear can be overhauled on a DIY basis, but anything more than tired brakes, suspension or clutch might require expert guidance.'

Alex Tapley, Cambridgeshire

Regular Classic Cars photographer Alex Tapley owns one of the earliest 996s in the country. 'I bought it a year ago,' he says. 'It's one of the first dozen imported in late 1997, with engine number 996/1. I started out by looking for Boosters for £5k-£6k, but figured four seats would be more practical.'

'I limited myself to £15k, looking for the best possible trade off between mileage and condition. The one I found had some history, but wasn't comprehensive - a factor that helped to keep its price down - so I intend to find out more about it, especially given its unusual specification. It may have been a press car or a dealer demonstrator.'

'I took it to Autofarm for inspection. It needed its corroded brake lines replacing - an engine-out job - and while it was out I had the IMS bearing upgraded and a new clutch fitted, spending £6.5k in total. But it's a long-term measure for a car I want to keep long-term and help my children make memories with, because the other cars in my life tend to be short-term loans that don't stick around.'

'It's currently on a classic policy for 4000 miles a year, but this may go up. I find myself using it more - I wouldn't be afraid of taking it on a track. That said, although the galvanised bodywork resists rust well, I make a point of not taking it out when the roads are icy and salted. However, it lives outside under a cover and doesn't seem to suffer, and they wear high mileages well.'

Sponsored by Carole Nash Insurance



Peter McIlveney of specialist classic car insurer Carole Nash says: 'It's fair to say that the 996 is finally getting the love and respect it deserves.'

But what to buy? Well, the 2003-on manual coupes are most sought after today, this is in part because of a change in fashion - the majority came with Tiptronic auto transmission when new, and let's be honest these days that just sounds like an expensive garage bill. That said, there are some some bargain auto cabriolets, just make sure you do your homework. The 996 won't get to the heights of air-cooled 911 values in the next ten years but they'll have a good go, and you'll have a lot of fun along the way!

Classic car insurance quotes: 0333 005 7541 or carolenash.com

ClassicCarsForSale.co.uk



Porsche 996 3.6 Carrera 4S £25,995

2003, 99k miles, upgraded IMS, clutch and RMS all done. Outstanding condition throughout and finished in Arctic Silver with Graphite Grey leather.

Full service history from Porsche Centres and independent. Porsche specialists including Autofarm and Tuthills. Service book shows 13 stamps. Large folder of invoices for work including recent brake discs and pads, new alternator and new A/C condensers.

MEET THE EXPERT

VETERANS AND SUPER-SALOONS RUB DOOR HANDLES IN THE WORKSHOPS OF CLASSIC RESTORATIONS (SCOTLAND) LTD



Visit Classic Restorations (Scotland) Ltd and you'll see every aspect of classic car maintenance on display. The paint booth is busy with bare metal resprays and the trim shop bustles with leather upholstery retrimming and custom-built convertible roofs. Period-correct creations are a speciality for the three-strong metal fabrication team too, who man their English wheels to produce everything from body repairs to Rolls-Royce coachwork conversions.

The change from Silver Cloud saloon to Drophead Coupé typifies the quality-first approach of managing director Graeme Johnstone, 82-year old founder Charles Palmer and their 16-strong team. Nine cars have been transformed – one in kit form for New Zealand

assembly – each using historic Mulliner equipment and drawings for absolute accuracy. Full restorations in the 6000ft² workshops enjoy the same attention to detail, the company searching internationally for scarce parts. Sourcing Australia has uncovered an original cylinder head and carburettors for a 1936 SS 1 currently in build.

Classic Restorations is constantly busy with servicing, preventative maintenance and MoT work, with recommissioning enquiries growing fast. Sales are another new avenue. Graeme is currently offering a 1929 Rolls-Royce Phantom II and 1955 Silver Dawn, two Jaguar E-types and an Austin-Healey 'Frogeye' Sprite. Quality is assured: all five were restored by the Alyth, Scotland company.

CLASSIC RESTORATIONS LTD. 01828 633 293 classicrestorations.co.uk

Wiltshire - Hampshire - Dorset

Bodytech Restoration

- **Full or Part Restoration**
- **Fabrication & Panel Work**
- **Resprays & Colour Matching**
- **Rust Proofing**

CALL:

01722 716 100 or 07850 136 493

www.btrtld.com • rob@btrtld.com

BRATCH LANE, DINTON, SALISBURY, SP3 5EB

Omicron

CLASSIC LANCIA SPECIALISTS

AURELIA • FLAMINIA • FLAVIA •
FULVIA • STRATOS

- ★ Rapid international mail order parts service. We ship to 70+ countries worldwide
- ★ Full or partial restorations undertaken to concours conditions.
- ★ Fully equipped bodyshop and mechanical workshops.
- ★ Race & rally prep undertaken including event support

We also look after an increasing number of British cars for East Anglian based customers. Chris Loynes is our British car expert and he brings an encyclopaedic knowledge of Triumphs and MGs in particular.

TRIUMPH, MG, MORRIS & MORE...

Omicron Engineering Ltd., Norwich
Tel: (01508) 570351 • www.omicron.uk.com

CASTLE POLISHING & CHROME PLATING LTD

Unit F1, Shaw Road, Dudley, West Midlands DY8 5YJ
Tel: 01384 214429

Email: info@castlechrome.co.uk

www.castlechrome.co.uk

Motorcycle & Classic Car Part Restoration

Large & Small Batches

All Polishing & Plating Undertaken in Copper, Nickel & Chrome.



SPECIALIST CHROME PLATING

RECHROMING

As rechromers for many of the leading restoration companies and having numerous top concours cars carrying our work, we know we can provide the quality, friendly and professional service you require for both your Jaguar and any other classic car.



Even the most famous
8-Type
displays our
chromework.

NEW TRIM

We have remanufactured a number of
Jaguar trims.

POLISHING

Aluminium rocker covers and carburettor

dash pots etc.

REPAIRS

Carried out on all these damaged bumpers
and overriders etc.

ACF HOWELL Est 1986

CROFT STREET, WALSALL, WEST MIDLANDS WS2 8JR

Tel: 01922 649992 / Fax: 01922 624405

sales@acfhowell.com

MVClassicsLtd

Specialising in Jaguar, MG and Triumph

Small repairs to full restorations.

Specialists in mechanical, body and paint restoration
of classic British sports cars from the 50's, 60's and 70's.

Skilled craftsmen using traditional methods and materials.

01489 878059 | MVCLASSICS@GMAIL.COM | WWW.MVCLASSICS.COM

UNIT B - WATTON FARM | WATTON LAKE | DROXFORD SO32 3HA

FOLLOW US ON FACEBOOK

Bill Rawles
CLASSIC CARS



Bill Rawles Classic Cars Ltd.
Unit 2, Baker Hill, Station Approach, Macclesfield SK10 9L
Tel: 01420 564343 or 07763 382470

When experience counts, contact the experts.
The one stop shop for
RESTORATION, SERVICE,
PAINT, MOTORSPORT,
SALES, ENGINE AND
GEARBOX REBUILDS
for all makes and models.

www.rawlesclassiccars.co.uk



MBVR Ltd

Quality restoration services throughout the whole of the UK

MBVR Ltd offer a complete restoration package from simple & quick repairs to full blown
nut & bolt restorations. With over 15 years experience in the restoration sector, we have
worked on many classic Ford models including the Escort, Consul/Granada and Capri.

Why choose us?

- Reliable, professional and experienced company
- Open 6 days a week
- FREE no obligation quotes
- All work carries a full warranty
- Home quotations available (a fee may be charged, depending on your location)
- Hourly, day and weekly rates available
- Covers all of the UK

Don't live close to us? No problem

We offer transportation for your vehicle to and from our workshop plus full restorations,
an online photo album updated to show progress to keep you in the picture.

For a complete vehicle restoration service, whatever your budget,
call 07767 317888 or mobile 07764 528 743 or email enquiries@mbvr.co.uk
Unit 12, Whites Farm, Great North Road, Eggeswick, Bedfordshire, SG16 9BE

www.mbvr.co.uk

Cheshire Mini Restorations

Restoring your mini to its former glory.



- Bodywork & Welding
- Complete Restorations
- Engine & Gearbox Reconditioning
- MOT Repair Work
- Sandblasting & Powder Coating
- Custom Build Woodwork
- Interior Restoration
- Minis Built to Order

Telephone: 0151 346 1029 or Mobile: 07851 043 532

info@cheshireminirestorations.co.uk

www.cheshireminirestorations.co.uk

REES BROS

CLASSIC CAR RESTORATION Est 1921

Enthusiastic craftsmanship at very competitive prices

For free advice and
estimates, please call
Andy Child or
Richard Battyll

Vintage & Classic Specialists

- Full or Part restoration
- Servicing and tuning
- Engine and gearbox rebuilds
- Rewire and retrimming
- Bodywork repairs and reprints
- Re-chroming
- Chassis restoration on your jig
- ...all aspects of vintage & classic car care!

www.reesbros.co.uk

email: andy@reesbros.co.uk

tel: 01252 323038

located near Guildford on the south west of London, Surrey/Heath



Willenhall Engine Centre

The West Midlands
classic engine specialist

From machining to full engine restoration

- Lead-free conversions
- Crank grinding
- Reboring/ sleeving
- Engine parts stockist

www.willenhall-enginecentre.co.uk

T: 01902 490011 - E: w.e.c@live.co.uk

Unit 2 Loxdale, Bilston, West Midlands, WV14 0PR





NEW Online Shop at www.jaymic.com

bmw@jaymic.com

T +44(0)1263 768768

F +44(0)1263 768336

2002 Thurgarton Road, Aldborough, Norfolk, NR11 7NY, UK

Daimler & Lanchester Owners' Club



**Commemorating 60 years
of the V8-250 Saloon**

Visit us in Hall 5 stand 5-515 at NEC
18th - 20th March



Join online at www.DLOC.org.uk

Martin Robey
GROUP



JAGUAR
& DAIMLER

Classic Parts Specialist for
Jaguar and Jensen Cars



JAGUAR - E-TYPE - MKII - 420 - S-TYPE - XJ - XJS - XK - & MORE... **JENSEN** - INTERCEPTOR - HEALEY - GT - CV8

FUEL TANKS FOR CLASSIC JAGUARS



MKII

E-TYPE
SL, SLH, SRI

S-TYPE / 420

XJ SERIES

COMPLETE E-TYPE SERIES I & II
BODYSHELLS & SUB ASSEMBLIES



PRIVILEGE ACCOUNT

UP TO **10% DISCOUNT***
*EXCLUDING E-TYPE BONNETS AND SOFT TOPS
FOR 12 MONTHS

E-TYPE SERIES I & II FLOOR ASSEMBLIES
FROM £2355.46 Including VAT



Tel: +44(0)2476 386 903
E-mail: info@martinrobey.co.uk
Web: www.martinrobey.com

ENGINE
-
BODY
-
BRAKING
-
COOLING
-
FUEL SYSTEM
-
SUSPENSION
-
STEERING
-
EXHAUST
-
CLUTCH
-
GEARBOX
-
ELECTRICAL
-
MORE...
HP016-21-1



The Concours Year 2021

Edited by David Lillywhite, £65, hothousemedia.co.uk, ISBN 978 19162456 5 5

Although The Concours Year is in its third year of publication, this volume feels particularly timely. While a full calendar of events went ahead in 2021, covid restrictions were often still in place, preventing people from getting to them. With this sumptuously illustrated and comprehensive large hardback, you can visit them retrospectively and vicariously.

It's not just a chance to ogle beautiful cars, though. With plenty of feature-length contributions from Classic Car contributor Nathan Chadwick covering topics as diverse as the Jaguar E-type's 60th anniversary and the rise of celebrations of 'unexceptional' cars, there's plenty to reflect on, too. Something lovely to pore over at length, albeit with your 2022 diary to hand, especially if you spent much of 2021 stuck indoors.

Classic Jaguars in New Zealand
By Richard Waugh & Cameron Leggett, £50, paulskillerbooks.co.uk, ISBN 978 0 4755625 0 0

This hefty 316-page hardback, gorgeously illustrated with Leggett's often full-page concourse-style photographs, makes for a novel take on the marque history. Released to coincide with the 100th anniversary of the founding of Jaguar predecessor firm Swallow Sidecars, author Richard Waugh revisits the Jaguar story from the particular perspective of one of Coventry's most distant markets.

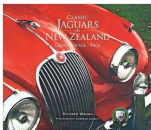
As Waugh explains, unusual economic circumstances meant many antipodeans were able to contemplate buying Jaguars in the Fifties, which led to a unique and enthusiastic market for the cars. After an in-depth history lesson, Waugh introduces the Jaguars model-by-model from Austin-Swallow Sports to XJ220, sourcing a New Zealand-domiciled example of each and telling its unique story. There are also chapters on the personalities and dealerships involved, and racing at circuits like

Mairehau and Pukekohe. Part of the Jaguar story many enthusiasts will be unfamiliar with, brought to life.

Triumph TR2, TR3, TR3A & TR3B
By Paul Hogan, £19.99, veloce.co.uk, ISBN 978 178717 25 9

There's a distinct whiff of Haynes manual to this invaluable. Immensely practical book, intended to help prospective owners live with their 'sidescreen' Triumph TR. Drawing on the expertise of specialists including Revvington, TR Enterprises and TR Bitz. It takes a system-by-system approach to maintaining, diagnosing and tackling various problems that the TR2-3B suffers from yourself.

Issues such as infrequent use, those caused by modification and competition damage, and which parts of the chassis and bodywork to focus on when preventing rust, all get their own chapters. If you're considering buying one of these TRs, it's an ideal book to buy first, read cover-to-cover, then keep in the dashboard cubby as a handy troubleshooting guide. And unlike a Haynes manual, it'll fit in there, too.



MORE TO ENJOY

Vanwall

By Denis Jenkinson & Cyril Posthumus, with Doug Nye, £90, porterpress.co.uk

This book is technically a reprint, although it's heavily revised. As Doug Nye explains, Jenkinson and Posthumus' 1975 words on the history of Britain's first Formula One championship-winning marque remains untouched within its hefty 288-page hardback form. However, upon the authors' deaths, Nye inherited their wealth of research material, and has sympathetically updated it here, teaming the classic work with a wealth of old photos, documents and race results. Truly definitive.

The Book of the Mazda MX-5 Miata MkIII NC-series

By Brian Long, £30, veloce.co.uk

The NC-series (aka 'MkIII') Mazda MX-5, built for a remarkably lengthy ten years – from 2005 to 2015 – is a modern classic bargain these days, making Brian Long's in-depth treatment of its origins and design both timely and welcome.

Following his treatment of previous models, Long has drawn upon many Japanese sources other writers might not have approached to tell the car's story, from Ikuo concept car through to development and competition use. Very thorough.

All these books are available from Chater's, many with discounts. To find out more, go to chaters.co.uk

MODELS



1:18-scale Austin 1100

Cult, £207.99

You can practically smell the BL-ness of this model. The plasticity driving environment, with its fake-wood veneer dashboard, is spot-on. The price is offputting, especially given its lack of carpets or properly-modelled interior door gaps. But still, find another...



1:43-scale Navaro

Ferrari 330GT 2+2

Kess, £104.99

This bizarre Drogo-bodied nightclub-owner's express makes a great 'what's that?' talking point. It's a very delicate model, but with some of the details only visible under a magnifying glass, it's a rewarding thing to own.



1:43-scale March 731

Spark, £64.99

This intricate model with its unusual shape and livery also tells a specific story. Reine Wiesel only drove it in practice for the depleted-grid 1973 Swedish Grand Prix, suspension failure preventing him from qualifying. Engine-braced roll structure and delicately-modelled aero tunnels make it a great model, too.



1:43-scale Aston Martin

DB2/4 MkIII

Oxford, £24.99

Another staggering bargain from Oxford Diecast. This vibrantly-finished Aston has a lovely heft to it, and although wheel detail is surface-deep, nothing else is skimmed on, from Tickford badging to its full brightwork and well-detailed interior. Superb.

All models are available from dicastlegends.com



Rolls Royce and Bentley Specialists



Gurney Nutting Bodied Derby Bentley
Restoration By Alpine Eagle.
New Rolls Royce Phantom III spares available

Please call to discuss your requirements.
Restoration, maintenance and sales

The Mill, Little Clanfield,
Oxfordshire OX18 2RX
Tel: +44 (0)1367 810401

www.alpineeagle.co.uk

Machine Mart

WHERE QUALITY
COSTS LESS

65 SUPERSTORES
NATIONWIDE

Clarke GARAGES/WORKSHOPS
UP TO 24' (7.3M) LONG



BRIGHT WHITE
INTERIOR

FROM ONLY
£239.00
EXC. VAT
£286.80 inc. VAT

Great for use as a garage,
workshop or storage area

- Triple-layer, waterproof cover
- Fully UV treated for long-term protection
- Heavy duty, powder coated steel tubing
- Matched lighting to ensure drum-light cover
- Includes ground anchoring system

5 EASY WAYS TO BUY...

CALL & COLLECT
AT STORES TODAY

SUPERSTORES
NATIONWIDE

CLICK & COLLECT
OVER 10,000 LOCATIONS

TELESALES
0115 906 0050

ONLINE
WWW.MACHINEMART.CO.UK

All prices correct at time of going to press. We reserve the right to change products and prices at any time. ©2011

MMOC NATIONAL RALLY

Kelmarsh Hall 25-26 June 2022



Are you a Morris Minor enthusiast?
Then we're definitely *the Club* for you!

Join online at www.mmoc.org.uk
or call **01332 291675** with your enquiries

Enjoy a range of Benefits

- Bi-monthly Magazine
- Discounted Insurance, including young and learner drivers
- DVLA & Technical Enquiries
- Branches Nationwide
- MMOC events

MMOC Office PO BOX 1098 Derby DE23 8ZX
Membership of a vehicle is not a requirement of membership to the Club



Join the original SAAB OWNERS CLUB

Formed in 1963, the Saab Owners Club of Great Britain boasts Members throughout the UK and around the world and caters for all Saab enthusiasts from owners of the earliest Two-Stroke models to the more recent 9-3 and 9-5 cars.

Throughout the year the Club runs a host of events, including the annual 'National' gathering as well as Group meetings.

Membership benefits

- Bi-monthly Club magazine
- National and local events
- Discounts on parts and services nationwide
- Club insurance scheme
- Technical and parts advice
- Club valuation service
- Informative website and Facebook forum page



Join online at www.saabclub.co.uk
email membership@saabclub.co.uk
call **0113 257 7180**



Re-assembling the rear seats with new parts from the 2CV Shop



Snail's pace restoration

1988 Citroën 2CV Special

Owned by Quentin Wilson
 (c/o classic.cars@bauermedia.co.uk)
Time owned Nine months
Latest/total mileage 0/75,000
Latest costs/total costs £1350/£3959
Previously How to paint the front wings

Lentement, lentement. I'm beginning to realise why the 2CV's Tin Snail nickname is so apt. Everything seems to take an eternity. I've ticked quite a few items off my list this month but the collective effect has yet to dazzle. I fitted four brand new and freshly painted wheels shod with new Michelin X tyres, plus a set of new wheel nuts, painted one front wing, fitted a new wing indicator and repeater and re-trimmed the rear bench and one front seat. Yet BNB still sits immobile in my garage.

I bought a paint sprayer, as rashly promised last month, and an electric garage heater. After much experimentation with different spray jet sizes and paint-to-thinner mix the projectile of bright red cellulose arcing out of the nozzle still looked like I'd

opened an artery so I gave up and went back to the rattle cans. The heater was a roaring success and, when pointed at the wing at full blast, raised the temperature of both the paint and the metal so that there was no low-temperature blooming. I'm sure that I'm breaking every Health and Safety rule possible and narrowly cheating death from spontaneous combustion but I'm delighted with the finish of my gleaming new red wing following a quick flat with very fine wet and dry and a final polish with rubbing compound.

New seat covers from the 2CV Shop fitted perfectly and I included new foams, springs, canvases and rubber hoops. Re-trimming the rear bench and front passenger seat was quite fiddly and took a whole weekend. My wife took pity and helped with the glueing and crimping, secretly admitting to our daughter that she'd quite enjoyed the task. The seats now look superb. Uncharacteristically I added up what I've spent so far and came to the gloomy conclusion that even if, like me, you're not paying for professional labour and doing almost everything at home, refreshing or re-building a 2CV

is definitely a labour of love. So far, I've spent four grand on parts, paint, tyres and welding, which when added to the £3k purchase price is sailing perilously close to the wind. Prices of 2CVs have fallen (like everything else) so by the time I'm finished, BNB will probably stand me at maybe £8000, so getting my investment back may be a stretch.

Phil, our eternally optimistic editor, summed up my dilemma by saying that you can't put a value on the satisfaction I've had from transforming BNB from its previously parlous state and that I shouldn't attempt to put a price on this hobby or any other. Normal people don't add up the cost of their wine-making or pottery-collecting after all. And he's so totally right. The value of classics may be weakening but the unique and special pleasures we get from loving them get stronger all the time.

Anyway I'm just off to the garage now to caress my new paint.

Flying Spares

The UK's Largest Independent Supplier of
Parts for Rolls-Royce & Bentley Motor Cars



EMPLOYEE
OWNERSHIP
ASSOCIATION
Proud to be Employee Owned!



Offering the widest choice of Rolls-Royce & Bentley parts including:

Service Kits | Wheels | Tyres | Interior Trim | Brake Pads, Discs & Calipers | Body Repair Panels | Lamps & Lenses | Filters
Fuel Pumps | Fluids | Rebuilt Engines | Handbooks | Rebuilt Gearboxes & Axles | Workshop Manuals | Tools
Wiper Arms & Blades | Front & Rear Suspension and much more...

01455 292949

www.flyingspares.com

sales@flyingspares.co.uk

Martin Robey
Sales Ltd.



Continuing The Jensen Business Since 1993

JAGUAR - E-TYPE - MKII - 420 - S-TYPE - XJ - XJS - XK - MODERN & MORE...

JENSEN - INTERCEPTOR - HEALEY - GT - CVR



JENSEN
BODY PANELS

JENSEN SERVICE PARTS



JENSEN LITERATURE
& REGALIA



JENSEN COOLING & FUEL PARTS



JENSEN
ACCESSORIES & BADGES



APPLY FOR OUR
PRIVILEGE ACCOUNT
UP TO

10%
DISCOUNT*
Apply Online

*EXCLUDING 0-TYPE COMPONENTS AND SOFT TRIM.
7.5% FOR JENSEN PARTS AND JENSEN NON-MARTIN ROBEY

CERTIFICATE OF ORIGIN
FROM THE RECORDS OF
JENSEN MOTORS LTD.



From
£20.00 + VAT

+44(0)2476 386 903

info@martinrobey.co.uk

www.martinrobey.com



The spectre of the donor bootlid's '520i' badging will mean a machine polish to remove the evidence, or a 530i rebadge

Putting the boot in

2001 BMW 530i Sport

Owned by Joe Breeze
(joe.breeze@bauermedia.co.uk)

Owned for Seven months

Latest/total mileage 1365/109,865

Latest/total costs £72/£72

Previously Maiden trip to Caffeine & Machine

You might remember a dented bootlid being my main cosmetic niggle with the E39. During an otherwise joyous honeymoon period it continued to irritate. The outlook wasn't good – bootlids are an E39 rust hotspot. The previous owner had been quoted £150 to repair the dent and early outbreaks of rot, but I decided to wait to find a sound replacement.

Then a tip-off about an E39 saloon about to be broken came good. Before it had been condemned thanks to rust, its owner had sourced the impossible – a non-rusty bootlid, in Topaz Blue too. We agreed a deal for £70 including delivery plus a pair of roof channels (the paint on mine was lifting) – satisfying considering I'd seen bubbly bootlids snapped up at £50. My patience rewarded, I set aside a day for the straightforward switchover.

Except it would prove anything but. Rather than having a single connector at its entry point to the bootlid, the loom sprawled out inside to reach the lock, its actuator, courtesy light and aftermarket numberplate LEDs (the latter being particularly stubborn to remove).

With the various elements swapped over to the donor bootlid, the panel switchover was fairly simple, needing just two Torx bolt manipulations per side. Then came the job of feeding the loom to the various receivers via a 30cm channel (see image right). I didn't have a wire coathanger, nor did I want to use something metal lest it scratch some new rust opportunities into the innards. After much cupboard-searching indoors, I came across the perfect tool: a serrated plastic toilet unclogger (yes, it was unused) that had come with a bottle of drain unblocker.

With the right length, and a tensioned curve a function of its primary purpose, I could tape the end of the loom's head and pull it through to its various connections, with each offshoot temporarily cable-tied.



Toilet unblocker conscripted as a rewiring tool

Job almost done, I set about removing the final details to swap over, including the Sport lip spoiler. The factory bonding laughed off my initial attempts with dental floss, so I regrouped and attacked the Bavarian adhesive with Amazonian cheesewire (ie £2 off Amazon) which made light work of it but left behind a load of sticky residue. Paint thinners obviously being a step too far, Google suggested nail varnish remover might lift the bonding without taking the paint with it. Worth a try; also worth roping in the resident nail varnish wearer while I'm at it. Just as well – it took five hours between us.

Drooping front bumper was only the start of Nigel's pre-MoT woes



A rusty Westfailure?

1992 VW Westfalia California

Owned by Nigel Boothman

lco@classiccars@bauernmedia.co.uk

Time owned Nine years

Latest/total mileage D/140,000/km

Latest/total costs £55/£10,000

Last time Didn't fix one car, so drove the other

My Volkswagen T4 camper van is 30 years old this year and I can no longer pretend that it's a sensible modern Volkswagen; in truth, it never has been in the nine years that we've owned it. It's a powerful but thirsty five-pot petrol with an auto 'box and loads of stuff – fridge, night heater, hefty Westfalia furniture, pop-top roof – that you rarely use. The steering wheel is on the wrong side and the meths-powered spirit stove makes the kids pale and woozy. For all of its shortcomings it's tremendous on a campsite and for days out with bikes, sailing boats (it tows really well) and load-swallowing chores. So I was keen to keep it in service come MoT test time.

I'd planned to give it a once-over and sort any annoying minor details that might cause a fail. That done, it would be time to replace a fractured exhaust pipe on the Scimitar. Then I noticed that the van's front bumper was drooping on one side. The mounting in front of the offside wheel had dropped away from the floor behind the headlight... because there was no floor. The more I poked the worse it got.

Removing the bumper revealed more rot in the ends of the bumper bar then I faced up to removing the windscreen washer bottle, which meant taking out the air filter box, the duct to the inlet manifold and the power steering pump. When all was revealed it looked grim. And I'd only left myself one day – a Sunday – to make the repair.

I had just enough steel to make a main repair section then an additional one to bridge it to the section of diagonal outrigger it sat upon, which was also corroded. I find that making cardboard templates and then transferring the



Close investigation revealed this terrifying mess behind a headlight

shape into steel, folding and joggling and adjusting the repair can take hours, even if the actual welding takes a few minutes. Then it was time to measure twice and weld once as I judged where to re-attach the bumper mount. Somehow I got finished in time for a late dinner, working the last four hours in the dark.

I dropped it off with Brian Marshall at Truetest the next day; he phoned later to ask when the van was made because it was coming up as 2006 – the date of import from Japan. The first registration on the V5C was actually mid-July 1992.

That was handy because it's running no catalytic converter, and cats are compulsory for cars made from 1 August 1992. With that cleared up, I was a little shocked to hear it had passed. What, so all that toil and faff was actually worthwhile? That never happens.

Watch & Learn

How to maintain, improve and restore your classic car from experts you can trust
Over 100 online videos to watch



Learn how to restore, maintain and improve your classic car at www.skillsack.co.uk

SKILL SHACK

Clarke ENGINEERS HEAVY DUTY



Shown with optional 3 drive

MODEL	DIMS LxWxH (mm)	EXC.	
		VAT	
CVS2000	1000x650x800	€229,00	€253,00
CVS2000P	2000x650x800	€259,00	€283,00
CVS2000S	1000x650x1200	€299,00	€323,00

Clarke PREMIUM

CHESTS/ CABINETS

BALL ●●●●
READING =====

Combines premium quality
with fiercely competitive
pricing & super smooth ball
bearing roller drawers

**SEE WEBSITE FOR
PACKAGE DEALS
WITH TOOLS**

**EXTRA
LARGE**
BOTTOM
DRAWERS

MODEL	DESCRIPTION	DRMS W/	EXC W/
Q.8000	8 1/2" chest	868x305x385	(119.98)
Q.8000	8 1/2" chest	868x305x475	(144.98)
Q.8200	2 1/2" deep up	872x310x385	(139.98)
Q.8100ZT NEW	2 1/2" cabinet	878x481x385	(229.98)



DOTY
BALL ●●●●●



GRATE LOOKING, AND 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT!

\$359.95
\$400.00 MSRP

^a Except on CR031R & CR03M

MODEL	SIZE	DESCRIPTION	DIMS (height/width)
CB8306	36"	6 Dr Chest	57x30x54x47
CB8315	36"	5 Dr Cabinet	52x41x58x65
CB8208	41"	8 Dr cabinet	137x468x180
CB8248	41"	14 Dr chest	104x415x468
CB8218	50"	8 Dr chest	146x501x540
CB8206	50"	13 Dr cabinet	160x582x181



Machine Mart

***Britain's* Tools & Machinery Specialist!**



HEAVY DUTY & PROFESSIONAL
THE ULTIMATE IN
TOOL STORAGE!

• Extra heavy gauge double wall steel construction

EXTRA LARGE SIDE HANDLE
FOR EASY MOVEMENT FITS

MODEL	DESCRIPTION	QMS LxWxH (mm)	ENC. WAT	INC. WAT
CB8233C	3 Dr stereo	687x116x248	124.50	1181.50
CB8235B	5 Dr	710x131x269	124.50	1161.50
CB8239C	9 Dr Chest	687x308x418	174.00	1179.50
CB8210B	10 Dr Chest	710x131x275	116.00	1093.50
CB8215B	5 Dr Cabinet	750x498x315	122.00	1287.50
CB8222-1C	2 Dr Cabinet	610x415x353	120.00	1247.50

100% Guaranteed Results or Your Money Back



Clarke
MECHANICS/
PROFESSIONAL
TOOL CHESTS/
CABINETS

Superb quality & value for automotive workshops				
MODEL	DRMS	ENG	INC.	
DESCRIPTION	Left/Right (mm)			NAT
Mechanics range				
CTC1008	4 Dr chest	630x268x343	£52.99	£99.99
CTC1009	3 Dr chest	581x257x380	£44.99	£111.99
CTC1006	5 Dr chest	674x338x473	£74.99	£154.99
CTC1007	3 Dr chest with net	614x330x473	£54.99	£112.99
CTC1005	5 Dr chest	674x338x473	£74.99	£154.99
CTC1008	4 Dr chest with net	630x268x343	£52.99	£99.99
PROFESSIONAL RANGE				
CTC1010	3 Dr shop up chest	672x318x250	£74.99	£77.99
CTC1009	3 Dr chest	680x305x421	£74.99	£148.99
CTC1005	5 Dr cabinet	682x352x790	£229.99	£251.99
CTC1007	3 Dr cabinet	680x355x693	£249.99	£269.99

 Spring

350
1/2" x 18" x 18" fiberboard shelves
PER SHELF

EXC. NATING VET

EX 5000	EX 50	EX 43.70
EX 8000	EX 80	EX 60.90

INTERLOCKING PVC FLOOR TILES

✓ Give your garage or workshop the finishing touch!

- No adhesive required, easy assembly and removal
- Tile dims. 450 x 450mm



Clark **HP** **RTIS** **BALL** *********

MODULAR GARAGE STORAGE SYSTEMS

**10 PACKAGES
IN THE RANGE**

FROM ONLY
€1198.00 EXC. VAT
€1437.60 inc. VAT

- ✓ CREATE THE PERFECT
FITTED GARAGE / WORKSHOP
- ✓ HEAVY DUTY, PROFESSIONAL PACKAGES
- ✓ ALL UNITS ALSO AVAILABLE SINGLY
FOR CUSTOM BUILD



HURST PARK Classic Cars

A family business founded in 1938



JAGUAR XJ-S V12 CABRIOLET 1986: Tudor White with Black hide interior and matching mohair soft-top. Alloy hood and hood cover. 'Starfish' alloy wheels. Two owners. 47,000 miles only from new. Air conditioning, twin headlamps, boot spoiler, wood-trimmed 'ski-slope' and other usual refinements. Supplied by ourselves to the last owner in 1994! £19,995



MERCEDES-BENZ SLK280 (R107) 2007: Iridium Silver with AMG body styling. Black hide interior with red stitching. 18" twin-spoke alloy wheels, 7G-Tronic gearbox with gearshift paddles. Air conditioning, air scarf, electric heated memory seats, sports suspension and sports package. Parktronic and as host of other features. One owner until 6 months ago. 19,300 miles only from new £15,995



JAGUAR S-TYPE 'R' 4.2 Ltr SUPERCHARGED 2006: Liquid Silver with Warm Charcoal hide interior. Aluminium veneers. 18" Vulcan alloy wheels. Two owners. 60,000 miles only from new. Full service history. Ultra-rare Eaton M112 supercharged, 400 BHP example. 0-60 in 5.3 seconds! £33,995



JAGUAR XJ 'R' 4 Ltr SUPERCHARGED 2001: Carnival Red with Ivory hide interior. 18" alloy wheels. Two owners, the most recent since it was 10 months old. 37,000 miles only from new. Air conditioning, wood & leather steering wheel and other usual refinements £35,995



JENSEN C-V8 MK3 1965: Opalescent Midnight Blue with Grey hide interior piped in blue. 'Rostyle' wheels. 'Webasto' sunroof. Engine enlarged to 6.8ltr. Chrysler 518 4-speed automatic gearbox with torque converter lock-up. Power steering and other upgrades to provide a very modern driving C-V8. Please enquire for further details £49,995



JAGUAR MK2 2-DOOR DROPHEAD by VICARAGE 1985: Black with Red hide interior. Electrically operated black mohair soft-top and hood bag. Chromium wire wheels. Automatic/TPAS rack conversion, 3.8ltr engine, air conditioning, coil spring rear suspension, Coopercraft front brakes, reclining seats, alternator, oil cooler and numerous other special features. Built by Vicarage in 1997 and recent mechanical refresh by them. Minimal mileage since construction. Recent music video fame £35,000

AUSTIN-HEALEY 3000 MK111 1946: British Racing Green with Suede Green hide interior, black mohair soft-top. Chromium wire wheels. Very sporty without bumpers, with 'Works-style' side vents, Le Mans filler cap and fog lights. Now RHD having arrived from the USA in 2007. Expected shortly, more details available on request.

DAIMLER SOVEREIGN 420 1969: British Racing Green with Beige hide interior. Automatic/P.A.S. Last family owners since 1971. 58,000 miles only from new Available shortly.

DAIMLER CONQUEST CENTURY 'NEW DROPHEAD COUPE' 1956: Cream with Navy Blue hide interior piped in Cream. Navy Blue mohair soft-top and hood cover. Pre-select gearbox. Four owners, the last for nearly 40 years. Original Log-Book and registration number. The Carbodyes display example at the 1956 Earls Court Motor Show. One of 54 examples £38,500

JAGUAR MK 5 3½ Ltr THREE POSITION DROPHEAD COUPE 1951: Black with Beige hide interior. Black mohair soft-top. Chromium 'ACE' wheel trims. Original UK supplied example. Four owners. Original Log-Book and registration number. Substantial restoration many years ago and subsequently maintained to a very high standard by a long-term Jaguar enthusiast £79,995

ALL OUR CARS ARE ORIGINAL UK SUPPLIED UNLESS OTHERWISE STATED

WANTED: WE ARE ALWAYS IN SEARCH OF LOW MILEAGE ORIGINAL OR FULLY RESTORED EXAMPLES OF CARS OF THE TYPE THAT WE SELL. PLEASE ADVISE OF ANY SUITABLE CARS YOU MAY HAVE, OR KNOW OF, WHICH MAY BE FOR SALE STRICTLY BY APPOINTMENT ONLY



Hurst Park Automobiles Ltd
www.hurstpark.co.uk Tel: +44 (0)1372 468487 sales@hurstpark.co.uk



Curvaceous body is rust-free and freshly painted

1966 Saab 96 £11,995

A rare classic with no rot, new paint, cheeky charm and an affordable price. Dale Vinten wonders what's not to like...

Two-stroke Saabs like this are rare nowadays; even more so in this sort of condition. This one is a great example overall, but there are still some areas to tidy up should you wish to tinker. It's just as well that it's mechanically simple, easy to maintain and still enjoys surprisingly decent specialists parts availability.

Two-stroke Saabs can feel a little on the agricultural side at times, but the engine in this one pulls well. The clutch hydraulics have been overhauled recently, so gearchanges are easy and smooth. The car tracks straight and the steering is accurate, there are few vibrations and rattles when cruising and the car feels solid, although the motor is characteristically noisy. The brakes require a bit of force to get the best out of them, but stop the car well enough.

During recent recommissioning work, corrosion around the windscreen and scuttle, sills and front floors were all dealt with, before the car was subjected to a windows-out repaint in its original shade of Verona Green. It is now a smart, solid and largely rust-free example. The period-correct hub caps are in excellent

condition and the road wheels are wrapped in new Kumho radial tyres with a white stripe. The underside of the car is in good condition, but looks like it would benefit from being re-sealed, as the underseal is old, flaking away, and surface rust is starting to form.

A set of original 96 seats were sourced and re-trimmed in two-tone charcoal as part of the restoration process. New door cards and a parcel shelf in matching colours have also been fitted and are complemented by brand new carpets. The dashboard is not original to the car – it was procured from a 96 Sport – and as such houses more gauges than a basic 96 would normally have. Unfortunately the water temperature, oil pressure and rev counter gauges were not working during our test drive. Also, there is a small crack in the offside rear window.

The restoration was not limited to the paint and bodywork – during the process the mechanicals also received an overhaul. Engine work included a rebuild of the carburettor and fuel pump as well as fitment of a new petrol tank. As a result of all this work, the car starts on the button and runs well. There was some smoke emitted from the exhaust



Interior isn't fully original and some of the gauges don't work



Two-stroke motor has a rebuilt carb and fuel pump

pipe initially as we started our test drive, but this is normal for a two-stroke Saab and soon cleared. The car's mechanicals appear to be in good order, as evidenced by how the car drives. The engine bay is clean and tidy and there is no evidence of oil leaks, rust or broken wiring.

Although the history folder details the car's recent restoration along with some receipts for general maintenance work from an earlier date, it's lacking a comprehensive service history folder and past MOT certificates. However, the car's overall condition suggests that there shouldn't be much to worry about if you're looking for a characterful old Saab to drive straight away and enjoy a spot of tinkering with at weekends.

CHOOSE YOUR SAAB 96

- Introduced in 1960, the 96 was longer than the 95 to take a new engine range and more luggage space. Engine was an 841cc three-cylinder two-stroke with 38bhp, increased to 40bhp in 1965 and 42bhp in 1966.
- Triple-carb 52bhp Sport launched in 1962.
- Monte Carlo 850 replaced Sport in 1965.
- Ford-engined 1.5-litre 96 Monte Carlo V4 with 65bhp introduced in 1967 and ran alongside two-stroke base model until 1968.
- US-only two-strokes reduced to 795cc for 1968 to comply with emissions legislation.
- Monte Carlo spec standard across the range from 1969. US sales ended in 1973, although the 96 soldiered on in European markets until 1980.

HAGERTY
CLASSIC CAR INSURANCE

Quote £222.92 Comprehensive, 5000 miles per year, garaged. Call 0353 323 1181

ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT • MOBILE • ONLINE

1966 Saab 96

Price £11,995 Contact Villiers Classics (07960 870444, villiersclassics.com) Engine 841cc two-stroke, three-cylinder, single carb Power 42bhp @ 4250rpm Torque 61lb ft @ 3000rpm Fuel consumption 30mpg Top speed 81mph; 0-60mph 18.8sec Length 4050mm Width 1570mm



Non-metallic Arles blue paint is more commonly a Defender colour



Spartan spec, but great condition



Engine bay's tidy but not exactly concours

1994 Range Rover Vogue 3.9 £18,950

Very unusual specification and remarkable condition adds to this Range Rover's inherent appeal, says **Paul Guinness**

The last two years of production saw the original Range Rover updated, rebranded as the Classic and pushed more upmarket than ever. But this entry-level Vogue's unusual spec is intriguing – Arles Blue paint (a non-metallic hue usually found on a Defender that makes it look older, which will appeal to plenty of future buyers), manual gearbox, coil-sprung suspension and no air conditioning. As such it offers the benefits of a 'soft-dash' late-model Classic in an uncomplicated package.

The 3.9-litre V8 starts instantly and is soon running at normal operating temperature. The 99,000-mile engine has a smooth and even tickover and sounds equally impressive as you work your way through the five-speed gearbox. The car pulls superbly through the gears, cruises smoothly and effortlessly at the legal motorway limit and handles with poise on twisting B-roads.

This three-owner Range Rover – the second had it for 18 years – feels like it's been extremely well maintained despite six years of dry storage from 2010, with sharp steering, superb brakes and a reassuringly 'tight' overall feel. That

storage period is documented within a comprehensive service history file that includes a full set of stamps and MoTs either side of the lay-up, plus the original service voucher book.

The panels are exceptionally straight and corrosion-free. The Arles Blue paint – which looks to be the original factory finish – is very well preserved and even the corrosion-prone tailgate is in excellent condition. The panels all line up as they should – panel gaps were always generous on the original Range Rover – and there are no signs of any previous damage or rectification work. The trim, including the damage-prone plastic front spoiler, is all in decent order and the matching Goodyear Wrangler tyres are in equally impressive condition.

This Vogue wears its miles just as well inside. The cloth upholstery is in excellent order front and rear and the new 'soft' dashboard that arrived in 1994 for the RR Classic's final couple of years on sale is in excellent condition and helps to give this final-spec model a more upmarket feel; the only let-down is a creaking centre console when you're on the move. The lack of air suspension and air-con suggests that the first owner

was frugal. It does have a sunroof but this is about as basic as a Range Rover could possibly be back in 1994.

Lift the bonnet and you're greeted with an engine bay that's very tidy and pretty clean but no concours contender. Once a sale is agreed, it will benefit from a full service by Churchill 4x4. It will also receive new brake pipes, including around the bulkhead where there's evidence of some minor corrosion that will also be properly dealt with once the pipes are removed. Churchill says that any other issues found will be sorted although we could find no evidence of any; the wiring looks to be in good order, the hoses all seem fairly new and there are no signs of any leaks.

CHOOSE YOUR RANGE ROVER

- Launched in 1970 as a three-door with 3.5-litre V8. Overdrive optional from 1977, automatic from 1982 and five-speed manual replaced four-speeder in 1983.
- Five-door launched in 1981. Luxury special edition in Vogue followed in 1982. Three-door production scaled back from 1984.
- 1987 model year saw major revisions ahead of the car's US launch including plastic grille, 2.5-litre VM TD option and Lucas EFI on V8s. V8 3.9 litres from 1989.
- Optional 4.2-litre V8s, air suspension, and 108-inch wheelbase with the LSE model from 1992. VM turbodiesel replaced with Rover-sourced 2.5. New 'soft' dashboard fitted from 1994. Discontinued in 1996.

HAGERTY

CLASSIC CAR INSURANCE

Quote £666.54 Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181

ClassicCarsForSale.co.uk

DISNEY'S BEST BACKPLACE IN PRINT | VISIBLE | ONLINE

1994 Range Rover Classic Vogue 3.9

Price £18,950 Contact Churchill 4x4 (01527 821440, churchill4x4.co.uk) Engine 3947cc V8, ohv, efi Power 185bhp @ 4750rpm Torque 235lb ft @ 2600rpm Performance 0-60mph: 11.3sec. Top speed: 108mph Fuel consumption 18mpg Length 4648mm Width 1781mm

Telephone
01753 644599

RUNNYMEDE
MOTOR COMPANY
ASTON MARTIN IN THE THAMES VALLEY

Mobile
07836 222111

ASTON MARTIN IN THE THAMES VALLEY



1966 Aston Martin DB6 in pale metallic blue with light grey hide interior. This is a fabulous example with considerable R.S. Williams history. Not expensive at **£260,000**



1966 Aston Martin DB6 in Navy blue with stone beige hide interior. The subject of a full "Body-off" restoration. Needs to be seen to be fully appreciated **£345,000**



1970 Aston Martin DB6 MkII in Salisbury blue with sand beige hide interior. Mechanically sound but requires paint and trim. Very realistically priced for a MkII at **£195,000**



1962 Jaguar E type 3.8 FHC finished in Carmen Red with black hide interior. An Original Right Hand Drive, UK supplied example and one of the first 300 cars to be built. This is an older restoration that has been in the hands of the present owner for the past 17 years. The car is a delight to drive and has excellent paintwork and interior a very presentable engine bay. It has only recently come to market and should not be missed at **£100,000**



1968 Jaguar 4.2 E type 2+2 finished in Mares Black with black hide interior and sitting on very nice chrome wire wheels. Inspired from the States and professionally converted to right hand drive and with the benefit of a triple Weber Carburettor set up giving more than ample power. The spec includes manual transmission and the car has just been fully serviced ready for the next lucky custodian. A very cheap E type at **only at £49,950**



1964 Jaguar E type 3.8 Roadster finished in Carmen red with contrasting black interior and a black mohair soft top. Fully restored to concours about 6 years ago and having covered only 3,600 miles since. It has remained in its original Left Hand Drive configuration making it highly desirable for European use. Perfect throughout and requiring only to be enjoyed. Not expensive at **£129,950**



1966 Aston Martin DB5 in Navy blue with black hide interior. A beautiful and desirable motor car that has recently been the subject of considerable expenditure. Seriously good value at **£595,000**



1971 Aston Martin DBS V8 finished in Signal red with cream hide interior. A really superb example that has benefited from continuous maintenance and will be a joy to own **£145,000**



1979 Aston Martin V8 Oscar India finished in Aegean blue with cream hide interior. It comes with an extensive history file and was built in the first year of this model. Not expensive at **£129,950**



2001 Aston Martin DB7 Vantage Volante finished in Strontium Silver with contrasting Pacific blue and pale grey hide interior. Excellent service history. Electric mohair hood and Touchtronic transmission. Excellent value **£31,950**



2004 Aston Martin Vantage Volante finished in Merlot blue with Parchment and Pacific blue hide interior. 27,500 miles only. recently serviced and will undoubtedly rise in value **£38,500**



2003 Aston Martin DB7 Vantage Volante finished in Solent Silver with cream hide interior and a dark blue mohair soft top. 48,000 miles only with a detailed service history **£29,950**



1999 Daimler Sovereign V8 LWB finished in pale grey with sand beige hide interior. 71,000 miles with a complete Jaguar service history. Absolutely stunning condition and recently reduced to **£8,950**



1954 Jaguar XK120 FHC finished in pale metallic blue with dark blue hide interior. Fully restored by us including a 5 speed Getrag gearbox, modified rear bulkhead and discs all sound. Quite exceptional. **Please enquire**



1995 Jaguar XJ5 4.0 litre Celebration model finished in Sapphire blue with Cotnam hide interior. The car has an excellent spec with electric seats, an conditioning and cruise control and is a joy to drive. Exceptional value at only **£14,950**



2006 Lamborghini Gallardo finished in metallic Caesium Blue with two tone blue and grey hide interior. Powered by a 5 litre V10 to all four wheels and driving through the Lamborghini 5 gear semi-automatic 4 speed shift gearbox, it produces stunning acceleration and is terrifying for old ladies. With just 21,000 recorded miles and a perfect service history coupled with Audi reliability, this is a car not to be missed. Buy yourself a Christmas present at **£72,500**



1967 Triumph TR4A finished in Bright Red with black interior piped in off white with excellent quality black carpeting throughout. The car has been the subject of a complete restoration and everything about this car exudes perfection. It sits on perfect chrome wire wheels which complement the red coachwork and black mohair hood. Perfect for classic car rallies or trips to the pub. Exceptional condition and only **£32,990**



2002 Mercedes SL 50005 finished in Topaz Blue with charcoal hide interior. This is a lovely example that has been in the same ownership for the past 5 years. It has just come in part exchange for an Aston Martin and comes with an excellent specification and a comprehensive service history. Attracting value for such a nice well-kept motor car. **£8,950** See our website for more details.

More Astons can be found by visiting our website at www.runnymedemotorcompany.com or please call Martin Brewer for more details on any of our cars

Email: martin@runnymedemotorcompany.com www.runnymedemotorcompany.com

DEVONSHIRE MOTOR COMPANY



Established 1993

Ultimate Modern Classics

Tel: 01323 423002

Email: sales@dmc-porsche.co.uk

www.dmc-porsche.co.uk



Mercedes-Benz CLK 350 V6 3.5 AMG Sport Convertible 7G Tronic 2005. ONLY 16200 MILES FROM NEW. Finished in beautiful Metallic Brilliant Silver with Full Charcoal Leather Electric Heated Memory seats. This incredible One Owner car was supplied new by MB of Hertford in March 2005. Options included: Colour Sat/Nav, Electric Heated Memory Seats, Power Fold Mirrors, Front/Rear Park Distance, 18" AMG Wheels, AMG Sport Pack, As New Power Hood, Fully documented Service History with Full MOT History. One of the Very Finest Examples of this Rare Ultra Low Mileage 4 Seater Convertibles. **£17,995**



Jaguar XF 2.7 V6 Premium Luxury TD 2008 ONLY 14000 MILES FROM NEW. Finished in Beautiful Metallic Vapour Grey With Full Ivory Leather Electric Heated Memory Seats. This One Doctor Owner Car was Sold New by Stratstone Jaguar on 16/06/2008. Factory Options Inc: Colour Touch Screen Sat/Nav, Bluetooth Phone, 18" L16 Softgrip, Burr Walnut Veneer Interior Pack, Reversing Camera, Front/Rear Park Distance, Extended L16 Pack, Int Ambient Lighting, Keyless Locking. Full Jaguar Dealer Service History 12 Stamps. Simply Like New, One of the Very Finest. **£14,995**



Mercedes-Benz SLK320 V6 2001 Convertible. ONLY 43000 MILES FROM NEW. Finished in Rare Metallic Lazulite Blue with Full Charcoal Leather Electric Heated Seats. This Stunning example has been in One Ownership for over 16 Years. Options include: Wood/Leather Steering Wheel, CDi 22 HiFi, Electric Heated Seats, Climate Control, Electric Mirrors, Cruise Control. Full Service History with Full MOT History. An absolutely Beautiful Rare and Low Mileage Car which have Become Very Collectable. **£10,995**



Jaguar XKR 5.0 V8 Supercar Convertible (Face Lift Model) ONLY 28000 MILES. Midnight Black With Full Ivory Leather Electric Heated Memory Seats. Factory Options Included: Colour Touch Screen Sat/Nav, DAB Radio, Bowers & Wilkins Premium HiFi with iPod/iUSB Connection, Reversing Camera, 6 CD Player, Bluetooth Phone with Music Streaming, Heated Steering Wheel, All Interior Pack, Wind Deflector, Red Brake Callipers, 20" Jaguar Alloys, Front/Rear Park Distance, Active xenon Headlights, Keyless Entry, Full Jaguar Main Dealer Service History with Full MOT History. 2 Keys and all Booklets. These Final Edition LED XKR Models have become very Collectable. Ultimate Colour Combination is without Doubt One of the very finest we have seen. For More Detailed Information Please Call or email. **£18,995**



Mercedes-Benz SL350 V6 Sport 7G Tronic Petrol Convertible 2009 (Face Lift Model) ONLY 21000 Miles From New. Finished in Rare Metallic Thurline Red, Full Charcoal Leather with Silver Stitching. Factory Options Inc: Colour Sat/Nav, Front/Rear Park Distance, Air Scarf/Worm Air Headrests, Electric Heated Memory Seats, 19" AMG Sport Alloys, Distance Cruise Control, Extended Leather Pack With Silver Stitching, Multi Function Steering Wheel, Power Fold Mirrors. Fully Documented Mercedes Service History with Full MOT History, 2 Keys and Full Book Pack. **£21,995**



Porsche Macan S 3.0 V6 Petrol 2014. ONLY 44000 MILES FROM NEW Finished in Metallic Rhodium Silver with Full Red Leather electric sports seats. This 2 Owner car was Supplied new by Porsche Nottingham. Factory options included: Panoramic tilt and slide Glass roof, touch Screen Colour Sat/Nav, BOSE HiFi with sound streaming connectivity, lane change assist, crested headrests, Porsche 20" Alloys, Elec Boost Operer, Power fold Mirrors, Adaptive Cruise. Full Porsche Service History with Service Invoices. Full MOT History. 2 keys and Book Pack. Sold by us to the last Owner. A beautiful spec with Low Miles. **£36,995**



Mercedes-Benz C32 AMG V6 Kompressor 2002. ONLY 31000 MILES. Brilliant Silver. Factory Options: Colour Sat/Nav, Electric Glass Tilt/Slide Sunroof, AMG Full Leather in Black with Royal Blue Inserts, Electric Heated Memory Seats, Front/Rear Park Distance, BOSE Premium HiFi, Electric Folding Mirrors, Xenon Headlights, Electric Rear blind, 17" AMG 3 Spoke Alloys. One of the Very Finest Examples we have seen and Only a small Number of the C32 AMG Model were Produced. Full Service History with Full Book Pack and 2 Keys. **£13,995**



Mercedes-Benz SL350 V6 Petrol 3.7 Convertible. ONLY 12000 MILES FROM NEW. Finished in Beautiful Obsidian Black With Full Pale Grey Leather Electric heated Seats. MB Factory Options Inc: Colour Sat/Nav, Premium HiFi With Multi CD/5 Spoke AMG alloys, Power Fold Mirrors, Wind Deflector, Multi-Function Steering Wheel. Fully Documented MB Service History with Full MOT History. A Beautiful Classic Mercedes SL350 in Superb Condition. One of the very finest we have seen for a long time. **£17,995**



1994 Porsche 968 Club Sport £39,500

Chris Hope reckons that this track-focused Porsche is hard to fault at the money even if it's not entirely original

If you're looking for a properly maintained example of the ultimate transaxle Porsche then this one is definitely worth a look – especially if you're interested in track days.

It drives exactly as you would hope, the big four-pot delivering strong acceleration free from any flat spots or hesitation mated to a feeling of being planted to the road. GCR Central in Leicestershire rebuilt the engine in 2015 at a cost of £6700 and the suspension was uprated with KW 3 coilovers and fresh bushes throughout at the same time. Feel some and precise steering responds instantly to inputs and is entirely free from play and the gearbox has a pleasingly sharp action. The KAAZ limited-slip differential has also been rebuilt recently and the Janspeed performance exhaust system delivers a purposeful but not overly shouty engine note. The vendor intends to rectify a squeal from the rear brakes prior to sale.

GCR fully resprayed this car in 2018 at a cost of £5750 so there's a deep lustre to the striking Amaranth Violet paint. It hasn't picked up a single blemish that we could find in the years since, with the exception of a few swirl marks and

tiny scratches; there's absolutely no corrosion. Panel fit is exact throughout, including the optional factory sunroof.

Door rubbers and screen seals all look good though there is a blistered stone chip in the windscreen just above the offside wiper. The wheels are unkerbed, though a couple of the centre caps are showing signs of delamination. The Uniroyal Rainsport2 tyres have plenty of tread remaining and the vendor states that the wheel colour can be changed back to factory-specification silver should the next buyer so choose.

The impressive condition extends inside, the tone set by Porsche-scripted sill plates that are free from scuffs. Plastics throughout are undamaged, including the dashboard and centre console and all of the touch points (steering wheel, gear knob and grab handles) are unworn with the exception of the leather handbrake cover – the edge closest to the button release has frayed. A Safety Devices half rollcage has been fitted to a good standard although the trim at the base of the nearside B-post could be tidier – the footwell carpet doesn't quite stretch over to meet it. A pair of Recaro Pole Position bucket seats

with four-point harnesses have also been fitted and are showing no signs of wear.

The gas bonnet struts are no longer able to support its weight but there's no visible crusted metal on any of the inner panels surrounding the engine. Fluids are all up to the correct levels and healthy in colour and the radiator doesn't have any bent fins. Similarly all of the hoses and gaiters are free from cracks or bulges.

The MoT and service histories are complete with stamps from established dealers and specialists, the most recent work having been carried out by GCR. This Club Sport's history also includes a Porsche certificate of authenticity and two thick ring binders full of invoices for general maintenance.

CHOOSE YOUR PORSCHE 968

- ▶ The 968 succeeded the 944 in 1992. Production was moved in-house to the Zuffenhausen factory. Specification included a 3.0-litre version of the 944's engine with VarioCam variable valve timing and a six-speed gearbox. Tiptronic semi-automatic transmission was an option.
- ▶ Track-focused lightweight two-seater Club Sport offered from October 1992.
- ▶ Fourteen turbocharged 968 Turbo S models produced by Porsche Motorsport at Weissach in 1993.
- ▶ Range of Club Sport colours expanded in 1994. UK-market Sport reinstated some of the CS's stripped-out luxuries including rear seats. Production ended in 1995.

HAGERTY
CLASSIC CAR INSURANCE

Quote £1056.94 Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181

ClassicCarsForSale.co.uk
BRITAIN'S BEST MARKETPLACE IN PRINT • MOBILE • ONLINE

1994 Porsche 968 Club Sport

Price £39,500 contact The Classicwise Collection (01623 411476, classicwise.co.uk) Engine 2990cc inline four-cylinder, ohc, effi Power 237bhp @ 6200rpm Torque 225lb ft @ 4100rpm Performance 0-60mph 6.5sec Top speed 157mph Fuel consumption 28mpg Length 4320mm Width 1740mm



Smart paint and chrome are real eye-catchers



Interior looks as fresh as exterior



Chrome rocker cover sets off clean bay

1968 Triumph TR5 £44,995

Red paint, wire wheels and excellent condition makes this TR5 an appealing buy, says **Charlie Calderwood** after a test drive

This is plenty of money for a Triumph TR5, but it's a better deal than buying a project and doing it up yourself – and there really isn't much to tell this car from one that has been freshly restored. Its road manners could use a bit of attention, but that's cheap stuff compared to bodywork – and this TR is almost perfect in that regard. In red with chrome wires, it's pretty much the most desirable spec too, so resale should never be an issue, doubly so thanks to the large history file.

The engine smells a bit rich at idle, but it runs well nonetheless, pulling strongly and keeping a healthy temperature and oil pressure. We found the suspension felt a little bit wayward compared to most TR5/6s we've driven – the vendor informs us the car has not received the common modification of a front anti-roll bar that most TR5s have, which probably explains it. There was also a bit of a pull to the left under braking. The overdrive clicks in and out exactly as it should.

The bodywork is very good, with near-flawless paintwork. The chrome is too; any blemishes are minor. The hood is in good condition, though the passenger

door sits slightly proud. The TR presents well underneath too, with a clean chassis and no signs of corroding floors or sills. The wheels – chrome wires – are clean and in good condition, while the Vredestein tyres have plenty of tread, with a few years left in them, being dated 2015. Both the boot cavity and the bodywork surrounding the engine bay are also in clean, almost blemish-free condition.

Inside, the carpets must be new because they are so fresh, while the vinyl door cards are in good shape, as are the white-piped leather seats. Particularly pleasingly, the foam in the seat bases still has proper integrity, supporting the driver well. There is a thick-rimmed Mountney wood-rimmed steering wheel fitted, which is in great condition, although the Triumph logo centre cap is off centre.

The satin-finish walnut dashboard has either been refurbished with gloss lacquer or replaced. The gauges all work well, as do the switches, although there's no radio fitted, just a blanking plate – despite there being two speakers in the car behind the seats. The centre console is in clean condition, however, as are both the handbrake and gear lever. The inside of the hood is in decent shape too.

The engine bay is clean, and includes a chromed rocker cover. It's generally at show standard, with the ignition coil, alternator, battery and radiator looking particularly fresh. We didn't notice any leaks in this spotless under-bonnet area. The only modifications we could spot in the engine bay were a Kenlowe electric fan and a battery cut-off switch.

The history folder includes MoTs, V5s and tax discs back to the Seventies, while there are stacks of parts invoices which leave a trail to the Nineties, including the recent restoration – however, there's no photographic record of this work. A British Motor Industry Heritage Trust certificate also accompanies the car.

CHOOSE YOUR TRIUMPH TR5

- ▶ With its drivetrain and four-cylinder engine evolved from the TR3A, the Michelotti-styled Triumph TR4 debuted in 1961 as both a roadster and a coupe with lift-off roof centre section, although in reality it was a Hardtop Kit accessory applied to the existing roadster body.
- ▶ Fastback coupé Dove was available from 1963, bodied by Harrington.
- ▶ The TR4A, with a wide track and flared wheel arches, replaced the TR4 in 1965. Most had independent rear suspension, although some USA-market cars had a live axle.
- ▶ TR5 saw the four-cylinder engine replaced with a 150bhp Lucas fuel-injected 2.5-litre straight six in 1967. US cars had twin carburettors instead of injection, under the TR250 nameplate. TR6 replaced both in 1969.

HAGERTY
CLASSIC CAR INSURANCE

Quote £439.60 Comprehensive, 5000 miles per year, garaged. Call 0333 323 1181

ClassicCarsForSale.co.uk

DISCOUNT BEST MARKETPLACE IN PRINT | VISIBLE | ONLINE

1968 Triumph TR5

Price £44,995 Contact TRGB, Somersham, Cambridgeshire (01487 842168, trgb.co.uk) Engine 2498cc inline six-cylinder, ohv, two carburettors Power 150bhp @ 5500rpm Torque 163lb ft @ 5500rpm 0-60mph 8.8sec Top speed 120mph Fuel consumption 24-32mpg Length 3902mm Width 1470mm



SHERWOOD RESTORATIONS



1967 AUSTIN HEALEY 3000 MK1. Only 4 owners from new. This is one of the last BJS cars made, registered in October of 67. The last 500 were painted in the beautiful metallic gold colour. A genuine 99k miles from new. A car we originally sold in 2003 to the last owner, we have since then serviced and maintained it on a regular basis. Includes a few Dennis Welch upgrades, including louvre bonnet side exhaust & engine rebaid. **£52,995**



1967 TRIUMPH TR5 - CP2. The very first production TR5. Valencia Blue with Black Ambie interior. This historically important TR was built on Aug. 24th 1967 - Build Sheet #8151. Originally incorporated into Triumph's Press Fleet for evaluation and promotional use. Specification includes Disc Wheels, Overdrive and Heater. Maintained to an extremely high standard and never been out in poor weather in recent years. Comes with a fantastic history file. A chance to own one of the important TR's and not be missed. **£79,995**



2001 ASTON MARTIN DB7 VANTAGE V12. V12, Midnight Blue with Black trim. Manual. Just under 25k miles covered from new with only 1 previous owner. Full Aston Martin Service History. 18" wheels. Outstanding condition. **£49,995**



2007 MORGAN PLUS 6. In Citron Dark Red with Varned Ivory Leather interior. Only 1 Owner from new with less than 9k miles covered. Fitted with a Ford 1.6 litre Sigma engine. 5 Speed Gearbox. Optional extras included are; Luggage Rack, Wood Dash, 4 Spoke Steering Wheel, Kingpin Lubrication Kit, Hood Bag, Chassis Rail Covers & Side Screen Bag. Come with a complete Morgan service history, twice at Ledgerwood Morgan & twice at Beamish Morgan. Last service at 05/11/21. MOT until 15/11/22. In a nutshell, stunning! **£39,995**

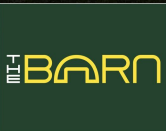
CARS WANTED



1987 TVR CHIMAERA 4.0 LITRE. Only 4 owners from new. Less than 50k miles covered. In BMW Boston Metallic Green with cream seats and green carpets. Green Hood. Last owner had it for 16 years. Extensive service history with TVR specialists Prestige Performance in Milton Keynes looking after it for most of its life. Originally sold by TVR Brooklands in Exeter 15.04.97. Comes with original handbook, Service Book with 16 service stamps from new, all by TVR specialists. Fitted with Top Proty tyres, wired in trickle charger for the battery. An extremely well looked after TVR that sounds incredible! **£17,995**



1960 MORRIS MINOR LOW LIGHT CONVERTIBLE. In Red with Beige trim. This wonderful Low light version named "Ruby" was restored over 10 years ago and has been maintained to a high standard since. The shell was stripped and repaired with photographs showing necessary work. Both Engine and gearbox have been stripped and rebuilt, again with pictures to show work done. A Smiths Heater pump has been fitted to the dynamo. All new dampers and bushes were fitted during rebuild. New Brakes and cylinders. In 2018 all 4 wheel cylinders were replaced. Semaphore indicators all working. Since restoration only 12k miles has been covered. Beam collection. **£19,995**



**PROJECT CARS BOUGHT
AND SOLD,
PLEASE ENQUIRE**



1972 LOTUS ELAN 54 SE - In Ford Sunburst red over White. Registered 17/05/1972. 5 previous owners. 150 shp Vantage Engine, Dellorto carbs, Electronic Ign, Galvanised uprated chassis, Nickel plated tube steel front suspension arms, Servo Brakes, Aircoupe brake hoses, 16" Leather covered steering wheel etc/ Recent work includes 4 brand new tyres, full polybush kit & new uprated driveshaft/rubber donuts. This is a car that was sold by ourselves 20 years ago and has had very little use since. **£36,995**

More cars available, please check out website • Cars Wanted

Tel: +44 (0)1636 812655 • Email: sales@sherwoodrestorations.co.uk • Web: sherwoodrestorations.co.uk

DDCLASSICS



1965 JAGUAR TYPE E LIGHTWEIGHT BRISTOL (LHD)
£729,950

A SMALL SELECTION FROM OUR LARGE AND VARIED SHOWROOM



1960 MERCEDES-BENZ 300SL ROADSTER (LHD)
ORIGINAL FITTED LUGGAGE & FACTORY HARD-TOP
£985,000



1971 FERRARI 365 GTB/4 DAYTONA (RHD)
FERRARI CLASSICHE CERTIFIED, FULL OWNERSHIP HISTORY
POA

DDCLASSICS



2006 BENTLEY BROOKLANDS (RHD)
PERFECTION
£133,950



1959 ASTON MARTIN DB MK II (RHD)
THE FIRST REAL 'JAMES BOND' ASTON MARTIN
£265,000



1987 ASTON MARTIN V8 VOLANTE EFI (LHD)
1 OF JUST 22 EURO SPEC V585 VOLANTES
£195,000



1957 ASTON MARTIN DB2/4 TICKFORD FHC (RHD)
UNDOUBTEDLY THE FINEST EXAMPLE ANYWHERE
£315,000



1954 JAGUAR XK140 3.4 DROPHEAD (RHD)
RESTORED TO PERFECTION, CHASSIS NO.5
POA



1955 JAGUAR XK140 SE ROADSTER (LHD)
A SUPERB CANDIDATE FOR THE MILLE MIGLIA
£99,950



1968 MERCEDES-BENZ 250SL PAGODA (LHD)
COMPREHENSIVELY RESTORED BY DD CLASSICS
£99,950



1966 FORD MUSTANG 289 (LHD)
SUPERB COLOUR SCHEME
£49,950



1991 RANGE ROVER CSK (RHD)
ONE OF JUST 200 BUILT WORLDWIDE
£69,999



1980 ROLLS-ROYCE SILVER SHADOW II (RHD)
A TRULY EXCEPTIONAL EXAMPLE OF THE MARQUE
£39,950



KIM CAIRNS - Established 1972

Quality is remembered long after price is forgotten

www.kimcainrsclassics.co.uk

JAGUAR SELECTION



1966 JAGUAR MK10 4.2 AUTO. Finished in Opalescent Blue with Dark Blue Hide and excellent Walnut veneers. Only 3 owners from new and 58,000 miles. Restored in the nineties and very light use since. Comes with original sale brochure, original log book, original book pack and hand books etc. MOT's dating back to 1991 and complete tool kit. Stunning looking car. **£24,995**



1980 JAGUAR DOUBLE SIX. This absolutely superb example was supplied by Plasmount of Derby to Lord Valley on the 1st Aug 1989 and serviced by them until 2001 and so until 21,000 miles. A further 4 Jaguar ranges to 48,000 miles in Aug 2007 and now covered 58,000 miles. Scaled Blue with Savile Grey this top of the range Daimler is the one to have. **£23,995**



1983 JAGUAR SOVEREIGN SERVICES. IN VERY RARE MAMMAL. Finished in immaculate groenover brown with biscuit hide. Very rare, 5 speed manual gearbox, electric sunroof, electric windows and mirrors. Only 29,000 miles from new. Original log book, letters from the 1st and 2nd owners confirming mileage and history, old MOT's, book pack and complete tool kit. **£18,995**



1971 JAGUAR XJ6 SERIES 1.8 AUTO. Finished in immaculate Old English-White with black hide. Only 2 owners from new, the last a British Airways Captain who had the car in storage since 1982 after selling it and maintaining it to a very high standard after purchasing it 1973. Now fully recommissioned and ready for the road again. Only covered 60,000 miles. MUST BE ONE OF THE BEST ON THE MARKET. **£17,995**



1966 JAGUAR XJ V8 EXECUTIVE. Jaguar Executive 4.6 V8. Finished in immaculate British Racing Green with oxblood leather interior. The car has only covered 22,000 miles from new. Comes with documented service history and drives lovely. **£14,995**



1985 JAGUAR XJ-SC 3.6 DTD. Finished in Glauze with doosan leather, last owner since 2008. Extensive history file, 16 service stamps. MOT's dating back to 2008. Only 96,000 miles in 36 years. Getting very rare. Excellent Value based on all XJ6 cars, sound investment, these are only 2 year production. Highly recommended at. **£14,995**

MERCEDES SELECTION



1973 MERCEDES 250B AUTO. Finished in immaculate Temesta Red with unmarked light tan MB TEX. The car was supplied new by Burgess Motors Brixton and serviced by them 11 times, the last at 54,000 miles the car has now only done 61,000 miles. Owned by the 1st owner from 1973 to 2017, being the later 250B it has the later and far superior 2.8 engine. Very hard to find a better one not miss this one if you are looking for the best. **£19,995**



1999 MERCEDES 320SL MILLENNIUM EDITION. Finished in Mercedes Silver with black hide, Panoramic hardtop and black hood. Being a limited edition it has a very high spec which includes special alloy wheels, heated seats etc. Comes with wind deflector. Original books, stamped service book with 13 service stamps. 76,000 miles. Lovely high spec car. **£16,995**



1996 MERCEDES C230 CABRIOLET SPORT. Finished in immaculate brilliant silver with black leather. Heated seats, 8 hole alloy wheels. Only 3 owners from new, last owner since 2005. Comes with service history, old MOT's, Mercedes Book Pack, Service Book etc. Very well looked after, low ownership locally owned car from new. **£14,995**



1996 MERCEDES E200 5 SPEED MAMMAL. Finished in immaculate Mercedes Classic White with Black Leather which is unmarked and virtually as new. 83,000 miles with a Full Service History. Spec includes a 5 speed manual gearbox, air conditioning, Black Leather, radio/cassette and comes with original book pack, stamped service and 2 sets of keys. Immaculate well looked after car. **£8,995**



1992 MERCEDES 190E AUTO. Finished in Mercedes Brilliant Silver with grey checked trim. Very high spec includes sunroof, electric windows, flat face alloys and Radio CD player. Full Service History and 75,000 miles. Comes with Large file of invoices and old MOT's. **£5,495**



2006 MERCEDES BENZ SLK 280 V8 AUTO CONVERTIBLE. Finished in Tedarum Silver with black leather upholstery. Specifications include oil scum, heated seats, air conditioning, cruise control and power folding roof. 54,000 miles from new. **£5,995**

To view all of our cars please visit www.kimcainrsclassics.co.uk

FREE DELIVERY ENGLAND, WALES OR ANY UK PORT

SNETTISHAM, NORFOLK PE31 7PF - 01485 541526 - www.kimcainrsclassics.co.uk



KIM CAIRNS - Established 1972

Quality is remembered long after price is forgotten

www.kimcairnsclassics.co.uk



1956 ROLLS ROYCE SILVER CLOUD II. Finished in its original Sage Green over Smoke Green with Green Hilt, leather vinyl roof to the rear as specified on the build sheets. Covered by one barony from 1956 to 2020. The interior is original and in superb condition, all in keeping with the mileage of 35,000 miles. Comes with all its original tools, original hand book and jack. Beautiful original unrescued Silver Cloud in excellent condition throughout. **£69,995**



2002 BMW 745 Li LHD LIMOUSINE. Oxford Green Pearl Metallic with BMW luxury Dark Blue Fabric Trim. Very high spec wide screen sat nav, front & rear air conditioning, electric rear mirror, bridge center in the car are not etc. ONLY 19,000 miles. Original Book Pack, Handbooks, BMW stamped Service Book, uncrushed spare wheel, four 4 and 2 sets of keys. Very expensive car when new and in mint condition. **£14,995**



1975 MG MGB ROADSTER. Finished in Turin Red with Black Leather painted bod. Bare shell restoration completed to a V8. Suspension and brake upgrade, with wheels, fronting. Outstanding performance, well in shreds clothing. Maintains original look of an MGB. **£22,995**



1970 MG GT JUBILEE. One of only 751 'Golden Jubilee' special edition cars, black/gold cast alloy wheels, overhead cam and gold side details, only 30,000 miles. Featured in 6 classic car magazines, roadtests for various Concorde events and score cards. Original books, service history, MOT, letters from previous owners and 2 sets of keys. Most to be seen for sale in the UK. **£18,995**



1973 ROVER 3000. Finished in immaculate Almond with light beige leather. Only 33,000 documented miles. The most desirable 3 model with manual gearbox and Power Steering. Very Hard to find in this condition with low mileage. Sound investment at. **£16,995**



2002 BMW 745 Li LHD LIMOUSINE. Oxford Green Pearl Metallic with BMW luxury Dark Blue Fabric Trim. Very high spec wide screen sat nav, front & rear air conditioning, electric rear mirror, bridge center in the car are not etc. ONLY 19,000 miles. Original Book Pack, Handbooks, BMW stamped Service Book, uncrushed spare wheel, four 4 and 2 sets of keys. Very expensive car when new and in mint condition. **£14,995**



1989 JAGUAR 5 TYPE 3.0 SE AUTO ONLY 14,000 MILES. This late way 5 Type is finished in immaculate and totally original Jaguar Seashell with uncrushed Sand Hilt. Kept in a garage when not in use and over winter. Electric Servo, original Jaguar model containing handbooks, service book and 2 sets of keys. As new to new as you can find museum/collector investment. **£14,995**



2001 PORSCHE BOXSTER 2.7 TYPIC. Finished in immaculate Lapis Blue Metallic with Grey leather interior and a Vary Road. Only 30,000 miles with both Porsche and specialist service history. Comes with original book, service book and invoices for services and repairs. Stunning condition and perfect for this coming spring. **£14,995**



1988 CITROEN 2CVs DOLLIE. Finished in green/white with grey upholstery. Only 25,000 miles here now and carries with original Citroen model containing handbooks etc, and stamped service book. A collection of 400 MOTs and previous log books. A rare low mileage example. **£13,995**



1992 VOLVO 850 GLE AUTO ONLY 20,000 MILES. With 14 Service Stamps in the Service Book. Finished in Ivory Classic Red with Black/Grey Trim. Some includes A/C, electric sunroof and windows, heated seats, steel spacers, 145 width, 195 2 cylinder fuel injection engine 2.0 litres with 143 195. Exceptionally low mileage with the condition to match. **£12,995**



1955 MG GT JUBILEE. One of only 751 examples manufactured only 2 convertibles from New. The Jubilee editions were all built with a gold flash to the side and 16 style wheels painted black and gold. This 64,000 mile example has just been restored to original colour and specification. **£12,995**



1937 HUMBER 12 SALOON. Finished in factory Black, refinished a decade ago in light tan leather now showing light patina. Extensive TV and film appearances including Pope's War, Churchill's Secret and The Dambusters Cycle. Comes with a period brochure, original manufacturers guarantee, history and photos. Running and driving very well. **£12,995**



1986 HILLMAN MEG 1725 A275. Only 18,000 miles from new. MOT certificate 1987 to 2020. Has been part of the Jaguar Land Rover collection. Finished in its original colour of green with all original green interior. A rare low mileage car. Perfect show car. **£12,995**



1979 MG MIDGET. Finished in British Racing Green with Ten Trim. The car is in exceptional condition having only covered 20,000 miles. Comes with the handbook, jack, tools and torquero cover. Really nice example in the best color. **£10,995**



1934 STANDARD 8HB. Finished in Blue and Black with Blue Trim and a restored mileage of 17,000. Used for a 1/2 adaptation of the Agatha Christie novel, 'How Poisoned' first car was a Standard Nine. History file includes current and previous V5's, various club magazines, various trophies and a selection of MOT's. Lovely patina, an ideal show car for this coming season. **£9,995**



2003 SMART CITY PURE 1000 1800 MILES. Signal Red and Black with Alloy Wheels. Purchased in 2003 by Birmingham Castle Estate, near Inverness, owned by Mohamed Al Fayed for his use on the Castle Estate. In virtually new condition with the original paint, the handbook, service book etc and invoice for the last service of 5,521 miles in 2015. Exceptional condition. **£9,995**



1971 VOLVO 144 GL AUTO. Finished in immaculate Riviera Blue with excellent Blue Trim. 55,000 miles recorded and comes with a handbook, service book and old MOT certificate. **£7,995**



2003 SAAB 9.3 2.0 LITRE LPT CONVERTIBLE. Finished in Black Red with beige leather only 42,000 miles from new with 10 service stamps. Some includes climate control electric windows and alloy wheels. Comes with the original book pack, service book all in the book and 2 sets of keys. Excellent example and exception value at. **£6,995**



2003 MG TF 135 WITH HARDTOP. Finished in Trophy Yellow with body coloured hardtop. Only 20,000 miles from new with Full Service History. One of the last produced with the 135 horsepower. Brand new uncrushed spare wheel. Comes with the original owners' handbook and 2 keys. More original well looked after example, perfect summer car. **£5,495**



1964 TRIUMPH SPRINT 500CC. Redacted a few years ago and has had very little use since. Ready to ride or show. **£6,495**

To view all of our cars please visit www.kimcairnsclassics.co.uk

FREE DELIVERY ENGLAND, WALES OR ANY UK PORT

SNETTISHAM, NORFOLK PE31 7PF 01485 541526 - www.kimcairnsclassics.co.uk

Classic & Sportscar Centre

Supplying Classic Cars Worldwide for Over 30 Years

OPEN: MONDAY - FRIDAY 9AM - 5.30PM SUNDAY 10AM - 4PM



1994 Land Rover Series I - A beautiful Series One Supplied new by Heritage of London, Home Market 807, left the factory in Green with a 2 litre petrol engine and is today still in its original factory specification. Trusted to a major restoration that included stripping and powder coating the chassis. One that can be checked and enjoyed without hesitation. - £17,995



1994 Jaguar XJS 4.0 Convertible - 50,000 miles from new. The car comes with an exceptional service history, all its original manuals and document reader, spare keys and is finished in arguably the best XJS colour combination. An outstanding example. Will be sold freshly waxed and with 12 months MOT. - £29,995



1961 Daimler Dart SP250 - A very special Daimler Dart that spent 47 years with the same family. In 2010 the Daimler was sold having eventually being driven by the one family from new. This B Spec Dart SP250 has been taken to the very highest of standards, and after two years as a rolling museum restoration. This is a real collector's piece. - £44,995



1957 MGA 1500 Roadster - UK supplied Home Market car and was registered new in Belfast. Having had a ground up restoration, the MGA came from Northern Ireland in 2007 covering around 3300 miles. From 2007 the MGA was put into more regular use and an initial arrival was put through a light mechanical program of work. - £39,995



1968 Aston Martin DB4 MKII - An original UK RHD matching number car with a comprehensive history. 12 power steering is a true delight, the brakes and suspension feel exceptional on the road and the five speed 2 gearbox is perfect with smooth changes up and down the gearbox. A well presented and exceptional driving car that has clearly had a meticulous owner who has cherished it. - £79,995



1994 Sevelone Doretti - Formerly part of the James Hall Collection which sold for an estimated £180 Million with 542 other British classic cars to Jaguar Land Rover. Our Sevelone Doretti was then looked after by Jaguar Classic Works and displayed in the British Motor Museum in Gaydon prior to going back into private ownership. - £79,995



1964 Jaguar MKII 2.4 Manual with Overdrive - Outstanding Silver Grey with Dark Blue leather. Extensive history to include the car's original huff logbook, MOT's dating back to 1980 and a huge file of invoices detailing decades of maintenance and restoration work. 12 power steering fitted. Ideal for regular use and long distance touring. - £42,995



2007 Porsche 911 997 Carrera 2S Manual - Just 36,890 miles from new and has the highly desirable six speed manual transmission. Guards Red with Stone Grey leather with a high specification. On the road this 911 is a great fun, exceptional performance. Highly desirable model that comes with its original manuals, service book, etc. - £39,995



1968 Mercedes-Benz 300G Pagoda Automatic - We are delighted to offer this exquisite, first class UK RHD example onto the market. Excellent provenance having spent 20 years with the same family. Finished to a show standard with pristine paintwork, chrome and upholstery. Without doubt the very best 300G we have had the pleasure of offering. - £179,995



1958 Ford F100 Pickup - Something quite special, in fact it's outstanding. In terms of power, performance and looks it is outrageous! Incredible spec to include Chevy 300 V8 Crate Motor, TH400 automatic transmission, Mustang II 616 power steering, disc brakes, electric exhaust cut out, heavy custom alloy wheels and sound system. Usable, and great fun. - £39,995



1983 Morris Mini Cooper 880 - RHD Home Market LRP Supplied Cooper. During the 1980s, the Mini was laid up with a recorded mileage of 61100 and it then spent around 30 years awaiting restoration. Since completion of a magnificent restoration in 2015, the Mini Cooper 880 has covered just 150 miles. Top class condition worthy of picking up price. - £28,995



1981 Austin A35 Van - We last sold this delightful Van to long term customers back in 2016. In over five years of ownership, the Van has covered over 3000 faultless miles and has been superbly maintained with invoices on file for over £4000 ensuring it has been kept in excellent order throughout. A superbly presented A35 that's ready to enjoy. - £14,995



1970 Volkswagen T2 Westfalia Camper - This superb early 140 Westfalia has been with its most recent owner in York for almost three years. Over the period the VW has covered around 2000 fuelless miles and provided great fun for the whole family. In 2016 the VW went through a light restoration program that included taking it back to bare metal. - £29,995



1961 Jaguar MKII 2.4 Manual with Overdrive - A superb driving, incredibly well presented MKII. Balanced performance from its late, more powerful 1980cc 2.4 litre engine. The Jaguar comes with a history file containing lots of old MOT's and old V23's, and is an excellent value, strong driving and good quality MKII Jaguar ideal for regular use and longer distance touring. - £31,995



1961 Triumph TR3A - Driving superbly. The engine sounds terrific, looks excellent, all pressure and back up responsive. Powersteering very well with an excellent hand, disc brakes, new chrome rims, body panels are exceptionally straight, the underbody superb and the interior looks excellent with its superbly trimmed upholstery. - £24,995



1970 Jaguar E-Type Series II 4.2 Roadster - A matching number car that was dispatched new by R1 in New York. Converted to UK engine specification on triple carburetors and more recently converted to RHD. This stunning E-Type Roadster comes to us with an impressive history file and is in excellent mechanical condition with superb body and paint. - £98,995



1971 Morgan 4.4 Four Seat Tourer - One long term owner since the 1980s and in 2011 treated the car to over £13,000 of work on the engine, braking system, steering and suspension. Since coming out of the workshop, the Morgan has covered over 7,000 miles and has been thoroughly enjoyed on club events. This is a fantastic car, superbly aged. - £29,995



1971 Ford RS2000 Gurnee - Finished in Midnight Blue with black upholstery. In 2008 it had £28,000 of work. The bodywork was stripped down, new suspension, oil, floor pans, and centre chassis rails. 66-horsepower, carburettor, stainless steel exhaust, a new timing belt, set of Pirelli tyres, a full service and MOT was carried out to complete the work. - £44,995



1952 Alvis T21 Saloon - Arrived with us from Wales in lovely usable condition. Over 20 years on since restoration the Alvis has the typical commensurate with age minor blemishes, but on the whole presents very nicely with a very good paint finish, impressive chrome, and a beautiful upholstery. A lovely example, and is a wonderful cruising car. - £21,995



1979 Triumph TR7 TRC - Former three times National Concours winner. Supplied new by Howells Gages Ltd, in Cardiff. Strong engine, smooth five speed gearbox and has been impeccably maintained. This is a fantastic driving car, and with pages of maintenance invoices. Maintained with no expense spared. This is a gorgeous car that won't disappoint. - £14,995

01944 758000
sales@classicandsportscar.ltd.uk



1973 Triumph Toledo - Here is another one of those wonderful finds. A show winning Triumph Toledo with just 13,500 miles from new having spent around 40 years in storage and off the road. Sensational original body with factory straight panels and shut lines, and an impressive deep paint finish. Properly re-commissioned after four decades off the road. **£17,995**



1955 Triumph TR2 - LHD - If you are looking for a 1950s British sports car to tour Europe, this has to be the car. A wonderful touring pedigree having spent 17 years with its most recent owners who have enjoyed every moment of their 4000 miles in the car. This is an incredibly usable, and fine engineering example, but also a car with the provenance of racing numbers. **£49,995**



1933 Austin Healey 12 Barcham Saloon - I very much like, and still retains its original registration mark. Over the past few years its lady owner has thoroughly enjoyed driving the car hundreds of miles, participating in many rallies and events in the area. This is a very early pre-war Austin with a lovely, honest feel and it can be driven and enjoyed. **£75,995**



1971 Jaguar E-Type Series III V12 HMC, Automatic - 1 Owner Since 1971! Invoice copies totalling around £24,000, the largest of which is for body restoration and paintwork. Additionally there are hundreds of hours of his skilled labour have gone into the project. An unrepeatable find. We do not expect to see another like this. **£79,995**



1916 Buick Roadster Silver Shadow - This superbly preserved Buick Roadster Silver Shadow has covered 87,000 miles from new and retains its original colour combination of Wilshire Gold with Green hide upholstery. The car comes with excellent bodywork and a lovely paint finish, and chrome work after many years of careful storage still gleams. On the road the Shadow is superb with a lovely, quiet ride. **£17,995**



1958 Jaguar MK II 3.6 Automatic Saloon - Comes with a comprehensive file including restoration, photographic record, original first 'bump' logbook etc. The original tool kits in the door panels are also present and correct. Truly an impressive specimen of the imposing and timeless Jaguar MK II for the discerning collector. **£49,995**



1968 Jaguar XJS 3.6 Manual - Ex Factory Prevention Car with significant history and provenance. Confirmed by Jaguar, we know the XJS was then used by Jaguar themselves for display and promotional work and was driven by their Team Racing Driver Martin Brundle as his Company Car. The XJS also has the distinction of having sports seats, later alloy wheels and colour coded front spine. **£79,995**



1962 Austin Healey 3000 MkBA - A fantastic opportunity to purchase a stunning UK supplied Healey with fantastic race provenance, that has recently completed a program of work that has been carried out to a very high standard. Over 2019 in the region of 245,000 was been spent on 539 ECU taking the car to a beautifully finished standard. **£64,995**



1957 Jaguar XK150 3.4 DHC - Restoration Project - The XK was laid up in the garage for many years and as such requires extensive work to include a mechanical and electrical overhaul, bodywork, paintwork, chrome and interior work. We would describe this as a full restoration project and invite enquiries after these contact us for a walk round site. **£69,995**



1948 Bentley MKVI Standard Steel - Since 2011, the recent owner, the Bentley Drivers Club Ltd Chairman, has covered an impressive 16,800 miles in the Bentley, taking the record average to 58,400, and has spent an incredible £75,000 ensuring the car has been kept in top class mechanical order and beautiful condition throughout. **£34,995**



1968 Jaguar E-Type Series 8 2+2 - RHD. Excellent value matching numbers Jaguar E-Type comes with history back to new from 1968. Previously sold by one of the last owners in Whitley Bay back in 2012, this Jaguar E-Type Series 8 2+2 was supplied new by Angles Motor Sales in Trenton, New Jersey. **£39,995**



1958 Jaguar XK150 4.2 FHC Fuel Injection - From 2002 to 2005 the XK was subject of a £178,000 rebuild and transformation, creating a first class driving car that would perform, handle and offer the ultimate XK driving experience in comfort and style, more than capable of dealing with modern road conditions. **£39,995**



1988 Lotus Esprit S1 - C11 ESP is a superbly presented car, the paintwork is of a beautiful standard, the panel work excellent and the car delightfully detailed having been meticulously maintained and only brought out in fine weather for events and the occasional weekend run out. The upholders a stunning over fifteen years on since the re-invented mechanically this Lotus is on the button, driving superbly with a super fit engine and gearbox. **£24,995**



1968 Volvo 122S Amazon Historic Rally Car - This striking historic rally car was restored and upgraded to full stage rally specification in 1992. In February 2006 it completed the Winter Challenge from Chantilly to Monte Carlo - a competitive distance of 2500 kilometres where it finished 1st in class. **£24,995**



1972 MG MGB Roadster - The MG left the factory in Harrod Gold with Navy Blue, Black wood and featured Royle wheels (now changed to chrome wire), chrome, headrests and seven servo brakes. The MGB is a delight to drive, it is regularly serviced, the engine is a super fit holding excellent in service, the four speed gearbox and overdrive are smooth and the car is absolutely ideal for regular summer use, shows and events. **£17,995**



1982 Jensen Interceptor Mk1 - We are pleased to report this lovely early Interceptor is still in its original colour and specification, and is correct, unmodified and remarkably original car with a mileage of 96,750. The V8 engine is strong and is very good order holding good oil pressure and offering impressive performance. The gearbox offers lovely smooth changes, and the Jensen has recently had a re-conditioned radiator fitted. **£49,995**



1981 Ford Capri 3.0 Sport - This is the first MK30 Sport model we have owned in well over 26 years and whilst the car has undergone some light restoration, it is very original in many respects. The interior in recent years has been treated to new seat foam and carpets, and again is largely original with a nice patina. VLL MK3R has arrived with us from one of our long term regular customers and presents very well. **£29,995**



1977 Daimler Sprinter 4.2 Coupé - This well preserved Daimler 427 Sovereign Coupé has come to us with 80,000 miles from one of our long term customers, a retired leader and classic car enthusiast from the Harrogate area. There is no doubt the Daimler has been well maintained throughout its life and a comprehensive file of receipts supports this. BV 1125 is a good quality usable, well preserved car. **£26,995**



1964 Alfa Romeo Giulia Spider - Original RHD home market car. The engine bay is very well presented with lovely paintwork, painted 1960s engine. The upholstery presents very well with lovely new carpets. The Alfa feels quick, clearly enhanced by the larger 1750cc (original block included). A lovely usable car with provenance and still in its correct colours. **£68,995**



1951 Jaguar MKV 3.5 DHC - In late 2011, early 2014 the Jaguar was stripped down to bare shell and sand blasted, commensated by a long-standing Yorkshire based JSC member who was unbelievably meticulous with a keen eye for attention to detail. The body was then rebuilt to a top class standard. A wonderful opportunity to purchase a very special. **£129,995**



1960 Aston Martin DB4 Series II - We are delighted to once again offer this outstanding car onto the market. This stunning, fully rebuilt car was manufactured for the BHP (Bentley) Market. True collector's car quality with provenance, history and its exceptional appearance is equally matched by its performance and driving experience. Ready for some long-distance touring and regular use. **£549,995**



1937 Daimler Fleetline 423 Fleetline Saloon by London PA - This beautiful example was subject of a full major rebuild by Fienes Restoration between 1990 and 2002. The Bentley was then maintained by the restorers who have a reputation for world class restorations. A high level of attention to detail which has achieved a top class result. **£64,995**



1991 Porsche 911 Carrera 4 Targa - 3480 miles. We are privileged to have a truly lovely and very special minor car. One owner for almost 30 years, and recently part of a private collection. Can be this as it came onto the market offers and this represents the ultimate in collector's car quality - a totally original specimen. **£79,995**



1962 Aston Martin DB4 Series V Vantage - UK RHD. Matching numbers car with unbelievable full history from new. Subject of a recent full restoration to the highest of standards, engine rebuilt by the famous RS Williams and fitted with PAS & Bonnet Whistles. Top class in every respect and unbelievably rare. **£768,995**

www.classicandspportscar.lto.uk

Classic & Sportscar Centre, Corner Farm, West Knapton, Malton, North Yorkshire, YO17 8JB



2007 ASTON MARTIN VANTAGE ROADSTER. Finished in the most desirable colour of Onyx Black with Obsidian Black leather and a black mohair hood this car has had just two previous owners, has covered just 48000 miles. **£39,950**



1960 MGB ROADSTER. Finished in Primrose with black trim. Oselli 1950 stage 2 engine with overdrive gearbox. Chroma wire wheels. **£20,000**



1998 ASTON MARTIN VANTAGE V400 ONE OF ONLY 50. Finished in Royal blue with parchment piped blue trim. 20000 miles with full Aston Martin service history. **£275,000**



1972 MGB ROADSTER. Finished in Tarden red with black trim Oselli 1950 engine with overdrive gearbox. **£24,950**



1965 MUSTANG NOTCH BACK FIA RACE CAR. Fully restored to huge spec. and ready to race. New FIA papers. **£20,000**



2003 ASTON MARTIN VANQUISH. Finished in black, with black leather trim and full-service history. three owners and 46k miles on the clock. **£69,000**



1960 MGA RACE CAR. Previously used in various classic racing meetings. Rebuilt with 1950 engine, straight cut gearbox, 150 etc. **£32,000**



1973 MG GT V8, restored and finished in blue with parchment piped blue trim. Original factory V8 unit with chrome bumpers out of 1856 right hand drives in total. **£29,950**



2004 ASTON MARTIN DB7 ZAGATO, finished in Aston Martin racing Green, with Fenne Green over parchment leather with Green carpets. Just 9600 miles, full service history. **£275,000**



1967 MASERATI GHIRILLI, finished in blue with Magnolia piped blue trim. The car has been restored to a very high standard and has only covered 4000 in the last 20 years. **£199,950**



2001 BENTLEY ARNAGE RED LABEL, finished in Black Sapphire with Magnolia hide piped blue with blue carpets. Just 37000 miles with two owners and full Bentley service history. A huge bargain at **£29,950**



2000 BMW Z3 M SERIES COUPE, finished in Titanium Silver with Black Nappa leather trim and electric tilt sunroof. Good service history and 67000 miles. **£20,950**



1974 ASTON MARTIN V8, finished in Kentucky Blue with dark blue trim. Used by last owner for Classic Rallyes and recently completed the Suisse Alpine. Full engine rebuild completed last year. Supplied with FIVA documents for Classic Rallyes. **£99,950**

Storage



Why trust your pride and joy to the unknown, when here at Oselli, the home of Classic Car Engineering, we have a dedicated facility on site to store and cherish your Classic Car.

We have a fully heated and secure facility available at competitive rates.

We also offer a collection and delivery service, along with servicing and maintenance all readily available.

For more information of the options available please contact:

Storage@oselli.com





CLASSICMOBILIA

For all your classic car motoring needs

+44 (0) 1908 270672

+44 (0) 7889 805432

keith@classicmobilia.com



Aston Martin Works Virage 6.3 Coupe MINKY

www.classicmobilia.com

Milton Keynes



Aston Martin 15/98 Short Chassis
2 litre touring



Aston Martin DB4 GT Zagato
Race Car (Replica)



Aston Martin DB5



Aston Martin DB2/4 MKII



Aston Martin DB6 Manual



Aston Martin V8 Vantage
Roadster N400



Aston Martin V8 Saloon Series 4
'Oscar India'



Aston Martin V8 Vantage Zagato Left
Hand Drive Manual



Aston Martin V8 Vantage X Pack
Coupe Manual

Aston Martin DB2/4 Drophead
Aston Martin DB2 Drophead Restored
Aston Martin DB4 S1 RHD
Aston Martin DB4 Project
Aston Martin DB6 Saloon Man RHD
Aston Martin DB6 Volante Man RHD
Aston Martin DB6 Vantage LH
Aston Martin DB7 Vantage Man RHD

Aston Martin DB7 Vantage Auto RHD
Aston Martin One-77 LHD
Aston Martin Vanguish S LHD
Aston Martin V8 Lagonda S3 LHD
Aston Martin V8 Vantage 550 Man
Aston Martin V8 Vantage V600 Man
Aston Martin V8 Vantage X Pack Coupe LHD

Aston Martin Virage Coupe
Aston Martin Virage FULL 6.3 Man RHD
Aston Martin V8 Volante LHD
Aston Martin V8 Volante RHD Man
Aston Martin DB2/4 LHD
Aston Martin V8 Lagonda Series 4
Lagonda M45 Tourer 1933M

GHOST MOTOR WORKS LTD

Exclusively Rolls Royce and Bentley

WE NOW OFFER A FULL TRANSPORTATION SERVICE THAT CAN PROFESSIONALLY MOVE YOUR VEHICLE ANYWHERE IN THE UK



1974 ROLLS-ROYCE SILVER SHADOW 1. Finished in Mares Black with Beige Hide Interior. 71,000 miles. Stunning example in factory Mares Black. **£35,000**



1984 ROLLS-ROYCE SILVER CLOUD III finished in Blue over Silver with Blue Grey Hide. Exceptional condition throughout. **COMING SOON**



1979 ROLLS-ROYCE CORNICHE 9900 SERIES FHC finished in Royal Blue with Magnolia Hide Interior. Known to us for many years. Last gentleman owner for 14 years. 65,477 miles. Just completed a full overhaul. A wonderful example of these increasingly rare and much sought 9900 series cars. **£65,000**



1965 ROLLS-ROYCE SILVER CLOUD III, finished in Silica over Cardinal Red Beige Hide Interior. Ex Foyles Bookshop family car for 35 years. A beautiful example. **£85,000**



1933 ROLLS-ROYCE 20/25 SEDAN DE VILLE BY H.J. MULLINER. Finished Two tone Green and Black Beige Hide Interior. Maintained to the highest of standards. Without doubt the finest example we have seen. Perfect for showing and touring. **£90A**



BENTLEY R-TYPE AUTOMATIC finished in Garnet Tan Hide Interior. Known to us for many years. Always maintained to a very high standard. A stunning example in very nice condition throughout. **£36,000**



1982 JAGUAR XJS V12 HE COUPE. Finished in Rhodium Silver with Black Hide Interior. 50,000 miles with just 3 owners from new. Original stamped service book. An extremely smart and original example with low ownership and mileage. **£15,000**



1977 ROLLS-ROYCE SILVER SHADOW II Walnut over Silver Sand. 75,000 miles. Tan hide piped brown, huge history file. A beautiful and well maintained example. **£35,000**



1954 ROLLS-ROYCE SILVER DAWN. Factory black, tan hide. 96,000 miles. Same family for 51 years. Only 3 former keepers. A stunning example with an excellent history. **£70,000**



SIMILAR CARS URGENTLY REQUIRED



2003 BENTLEY ARNAGE T Finished in Silver Storm with Beige Hide Interior. 37,000 miles with full service history with Bentley main agents, outstanding condition throughout. **£28,000**



1980 ROLLS-ROYCE SILVER SHADOW 2 Finished in Exeter Blue with Beige Hide Interior. 65,000 miles. One owner from new. A beautiful Silver Shadow 2. Very rare 1 owner from new example. **£35,000**



1965 ROLLS-ROYCE SILVER CLOUD III finished in Midnight Blue with Light tan Hide Interior. 68,000 miles. Just 3 former keepers. Exceptional. **£95,000**



1998 BENTLEY CONTINENTAL T 420. Atlantic Blue Mica. 44,000 miles. Sandstone hide piped Blue Interior. Full service history with Jack Barclay and ourselves. One of just 104 RHD examples produced. **£99,000**



1993 BENTLEY BROOKLANDS Finished in Brooklands Green with Tan hide piped Green Interior. 54,000 miles just 4 former keepers. Full service history. Jack Barclay maintained. Exceptional. **£16,000**



1987 BENTLEY TURBO 4 UWB. Sherwood green. 71,000 miles. Magnolia piped Green. Service history with Jack Barclay and Bentley specialists. A very attractive late Turbo R which has just had the head gaskets replaced. **£19,000**



2004 LAND ROVER 90 TDs COUNTY XS LIMITED EDITION finished in Black with Black Leather Interior. 100,400 miles. Limited Edition. Very Rare. Immaculate Condition. **£27,500**



1971 ROVER P5B 3.5 V6 COUPE. Finished in Admiralty Blue and Silver Birch with Beige Hide Interior. 92,000 miles with impressive history file, excellent condition throughout. **£30,000**



1976 ROLLS-ROYCE SILVER SHADOW 1. Finished in Caribbean Blue with Beige Hide Interior. This very late shadow 1 has covered just 44,000 miles from new with full service history. Exceptional original condition throughout. **£40,000**



2010 RANGE ROVER SPORT 3.0 TD V6 HSE finished in Metallic Galway Green. 55,000 miles. Almond half leather half Alcantara interior. Unique specification example. Finest on the market. **£16,500**



1998 BENTLEY TURBO RT MULLINER SPEC finished in Peacock Blue with Magnolia Hide Interior. 107,600 miles just 2 owners from new. Commissioned by Mulliner for Vickers chairman, Andrew John. Limited Edition RT. One off Mulliner commission. Owned for 22 years by the Guinness family and chauffeur driven. **£27,000**



1995 BENTLEY CONTINENTAL R. Finished in Red Pearl Magnolia piped Red Interior. 35,000 miles. Full Service History. Known to us for last 13 years. A beautiful low mileage example. **£55,000**



2003 BENTLEY ARNAGE R TWIN TURBO finished in Peacock Blue Grey Hide interior. 14,000 miles. Originally supplied to Singapore. Outstanding condition. **£30,000**



1976 ROLLS-ROYCE SILVER SHADOW finished in Regency Gold with Magnolia interior. 77,000 miles from new just 4 former keepers. Exceptional condition throughout. Extremely comprehensive history file with 2 fully stamped service books. A Wonderful example in every way. **£28,000**

SIMILAR CARS REQUIRED, INSTANT DECISION.

LANDWAY FARM BASTED LANE CLAYGATE CROSS KENT TN15 8PY ENGLAND

CALL US ON 01732 886002 OR EMAIL INFO@GHOSTMOTORS.CO.UK

VISIT OUR WEBSITE WWW.GHOSTMOTORS.CO.UK



Peter Vardy Heritage
 ICONIC INVESTMENTS

Built to drive. Cherished to last.

Over 50 handpicked iconic automobiles by one of the most recognised names in the industry.



1995 Audi Cabriolet Auto£8,000
 This example is finished in black with a black leather trim and has covered 49,869 miles. Specification includes an electric power head & alloy wheels and it comes with 14 service stamps, original handbook and MOT certificates. For full specification and history visit petervardy.com/heritage.



1993 Mercedes-Benz 190E£10,000
 Lovely example of a 190 finished in rosewood metallic with contrasting trim, alloys, central locking, electric windows, radio cassette, PAS and 24 service stamps in the book, only 84,208 miles, original Mercedes-Benz handbook and service book. For full specification and history visit petervardy.com/heritage.



1992 Jaguar XJ6£12,500
 Finished in metallic blue with contrasting cream leather trim, twin headlamps, electric seats, 5 spoke alloy wheels, radio cassette, electric windows, electric door mirrors, central locking, 13 service stamps and original handbook pack. For full specification and history visit petervardy.com/heritage.



1987 Jaguar Sovereign Saloon£13,000
 Launched in 1986 as a replacement for the series 19 cars, this silver Jaguar Sovereign Saloon has covered only 25,663 miles. Featuring all-round independent suspension as well as four-wheel disc brakes and power steering. For full specification and history visit petervardy.com/heritage.



1992 Mercedes-Benz SL Class£16,000
 Our Mercedes-Benz SL300 is a wonderful example having only covered 40,713 miles. Features include electric heated leather seats, electric windows and 18" alloy wheels. For full specification and history visit petervardy.com/heritage.



1992 Mercedes-Benz SL Class£18,000
 The admirable example comes with 17" 8 hole alloy wheels in addition to chrome wheel trims with body-coloured centres, electric front windows, sunroof and half leather trim. For full specification and history visit petervardy.com/heritage.



1984 Mercedes-Benz 280SE£19,000
 Mercedes-Benz 280SE with only 23,382 miles. It was retained by its first owner from 1984 until 2007 when it was sold to a Mercedes collector until 2016 when it was sold back to the owner. Lapis blue with contrasting blue trim and automatic. For full specification and history visit petervardy.com/heritage.



1993 Peugeot 205 GT£24,000
 This rare Peugeot 205 1.9 GT is finished in white with contrasting half leather trim and benefits from a 5-speed gearbox, PAS, alloy wheels & tinted glass. The example comes with the original Peugeot handbook along with a file with old MOT's. For full specification and history visit petervardy.com/heritage.



1969 MG MGA£25,000
 A truly stunning MGA Coupé. Supplied with a certified copy of the factory record from the British Motor Industry Heritage Trust, numerous invoices, MOT Certificates, old tax discs and a USB with many photographs. For full specification and history visit petervardy.com/heritage.



1991 Porsche 944 Turbo£30,000
 January 1985 saw the launch of the 944 Turbo, the top-of-the-range model in the 944 model line. The 2.5-litre turbo engine generates 230 hp. Our beautiful example has only covered 75,471 miles. For full specification and history visit petervardy.com/heritage.



1983 Ford Escort£39,000
 Outstanding rare 1983 Ford Escort RS 1600 in black with contrasting grey RS trim, original alloy wheels, foot spoiler, radio cassette and 5-speed manual gearbox. This car has got to be seen. Mileage since restoration 346 miles. For full specification and history visit petervardy.com/heritage.



1974 Jensen Interceptor V8 Convertible£75,000
 The impressive 1974 Jensen Interceptor 7.2 V8 convertible is one of only 67 convertibles made for the UK. Finished in a gorgeous metallic blue with black leather trim and has only covered 24,977 miles. For full specification and history visit petervardy.com/heritage.

"A classic car is not only a great purchase but also a wise investment. If you would like to find out more I would love to hear from you".

Telephone: 0131 322 6712

Email: steven.lawson@petervardy.com

Or visit: petervardy.com/heritage

Peter Vardy Heritage, 20C Seafield Road East, Edinburgh, EH15 1ED



Silver Lady Services Limited

FACEBOOK
&
INSTAGRAM

ROLLS - ROYCE & BENTLEY

www.silverladyservices.co.uk

SALES - SERVICE - RESTORATION



2015 BENTLEY GT. Finished in Stunning Onyx Metallic Black Paint with Main Hide in Linen & Secondary Hide in Beluga, Piano Black Veneer, Full PPF over whole vehicle, Apple CarPlay Retrofitted, Quicksilver Exhaust Back-boxes fitted, Alpine Subwoofer in Boot, Only 11,000 Miles, 22 inch Khan Gloss Black & Diamond Cut. **£82,500**



ROLLS ROYCE CORNICHE
1974. Finished in stunning royal blue with coochine to match the magnolia interior. This vehicle has just undergone a £32,000 restoration including all woodwork with full re-veneer and re-lacquer. Having covered only 96000 miles this rare Corniche Fixed Head Coupe chassis number CEH17301 being one of only 1108 ever produced from 1971 to 1981 is an excellent investment. **£59,950**



2010 BENTLEY GTC SUPERSPORTS. Finished in Stunning Onyx Metallic Black Paint with Main and Secondary Hide in Beluga with Alcantara Inserts, Contrasting Red Stitching and Piping to all seats, Red Embossed Bentley Emblems to all seats, Carbon Fibre Dash Inserts and Centre Console, 20" 10-spoke Supersports Alloy Wheels Unmarked, Stunning Condition Throughout. 45000 miles **£52,500**



2011 BENTLEY GTC 51 SERIES. Finished in Stunning Metallic Onyx Black with Special 51 Series Interior, Piano Black Veneer, Diamond Quilting to all seats and doors, Black Convertible Roof Unmarked, Limited run of 51 Series GTC Speeds made, 20" Multispoke alloy sports wheels in Black, Stunning Condition Throughout, FSH. 27000 miles. **£51,950**



2006 BENTLEY FLYING SPUR. Only 39000 miles. Finished in Dark Sapphire Blue with Nautic Blue Interior, Burr Walnut Veneers including veneer Waist Rails, Soft Close Doors, Electric Glass Solar Panel Tilt & Slide Sunroof, Drilled Alloy Sports Foot Pedals, Electrically Operated Roll-Up Sun Blind for Rear Window, Front & Rear Parking Sensors, Satellite Navigation, 20" Alloy Wheels, Full Service History, Fantastic Condition. **£21,500**

PLEASE CALL STEVE DREWITT ON:

Tel: 01202 388488 ● Mobile: 07860 512368

www.silverladyservices.co.uk ● e-mail: silverlady@btconnect.com

64-70 ALMA ROAD, BOURNEMOUTH BH9 1AN

GALLERY



AALDERING

EXQUISITE CLASSIC AUTOMOBILES



BMW E9 3.0 CSI (1973)

Fully restored, Dutch delivered car, one owner for the past 40 years



Mercedes-Benz SLR 5.4 V8 McLaren (2004)

Perfectly maintained, over € 57500 invested in maintenance



Bentley S2 (1960)

Low kilometres, Swiss delivered car, very original, top quality car



Lancia Theta Speedster Runabout (1913)

Very rare, very original condition, Peking to Paris eligible



Pontiac Bonneville Safari (1959)

Very rare, stunning condition, only 4673 made



Mercedes-Benz W113 280SL (1970)

Automatic transmission, long term ownership, stunning car

MORE THAN 400 EXQUISITE CLASSIC AUTOMOBILES IN STOCK



Arnhemsestraat 47 | 6971 AP Brummen | Netherlands | T. 0031 (0)575 564055 | E. info@gallery-aaldering.com

www.gallery-aaldering.com

UP TO 50 CARS IN STOCK

VIEW BY APPOINTMENT ONLY.

The School Garage
Bottany Business Park
Whaley Bridge, Derbyshire SK23 7DQ
Telephone: 01663 733209
Mobile: 07767 617507
www.classiccarshop.co.uk



1971 MERCEDES 600 GROSSER W106. Very rare and one of only 275 RHD examples built. Dark Green with Cognac leather. Magnificent example please see our website if full details. — **£124,950**



1993 MERCEDES 300SL R107. Signal red with beige leather trim. Eight Hale alloy. Black power head with red handpump, cruise, full electric pack. 73000 miles with perfect fully documented history. A superb original specimen example. — **£35,950**



1975 JENSEN 50. Very rare matching numbers example in Reef Blue with black leather trim. 54000 fully documented miles from new. Alloy blue new everything working and completely race fit and drives superbly. — **£74,950**



2004 PORSCHE 997 CARRERA S, TIPTRONIC S. Finished in Cabot blue with black leather. Alloy, aircond, full electric pack. Full Documented Porsche history from new. Race engine rebuild at 90000 miles at a cost of £10K. A superb and cherished example. — **£29,950**



1980 DATSUN 240Z LHD. Via H1530 00079. Super Serravallo Specification. Arguably the finest in its category. With its race of £200K, quite as being it up to this amazing spec by the famous Clive Hunt. — **£59,950**



1986 JAGUAR XJ2 SOVEREIGN SERIES 3 DHC with double leather trim. Paper pot alloy. Aircond, cruise, full electric Pack. 66000 miles with TFSH matching original example. — **£18,950**



1990 AC COBRA MK IV BY AUTOCRAFT 3002 (5.0). High performance engine. Full alloy body in Solera Blue with Black leather. Handmade alloy. Full weather equipment, polished bipedal mounting wheel. 17000 miles only from new, as new. — **£18,950**



1984 ROLLS ROYCE SILVER SHADOW. Richmond Blue with magnolia hair piped dark blue. Blue walnut veneers. Alloy wheels, three creners. 70000 miles with full dealer history including a major part with PIRA world One of the finest in existence. — **£24,950**



1976 ROLLS ROYCE SILVER SHADOW. Walnut with London Tan leather. 2990 miles from New, spec. 2950 miles from new, with full and detailed service history. All books, Tools and full Documentation. Arguably one of the finest in existence. — **£74,950**



RARE 1979 BENTLEY T1. In Seychelles Blue with very blue leather. 74000 miles with excellent comprehensive service history. V6e documentation and original handbook pack original build sheets, bill of sale etc. Stunning example. — **£34,950**



2000 BENTLEY CONTINENTAL FLYING SPUR. Moonbeam with Bologna leather. Massive factory spec. 19000 miles only with TFSH. Truly as new. — **£35,950**



1986 MERCEDES 300SL R107. White with black leather and sports cloth trim. Flat face Alloy, white hand rail. 74000 miles with full documented history and every MOT certificate from day one, in show winning condition. One of the best available. — **£34,950**



1998 FERRARI 328 GTS LHD. Rosso Corsa with tan trim. 18100 miles only. With perfect documented history from day one and 3 previous owners. Unique Registration number 328 GTS (last separate). — **£34,950**



2000 (IC30) PORSCHE 996 GT3 MK1. Speed yellow with black leather trim. Standard car with Cigar option harness on and Mono sports steering wheel. 1 original still in its Box! One of 303 RHD examples. 50000 Miles with fully documented Porsche History. All books, Tools and documentation. Just had a big Porsche service and 4 new PZers Tyres. Never over Tucked in its life. For full details view our website. — **£69,950**



1979 ROLLS ROYCE MPW COUPE. Silver mist with blue leather and blue leather trim and blue over rags. First owner 24 years. 70000 miles only with impeccable service history, a stunning original example. — **£59,950**



AVANTGARDE CLASSICS

www.avantgardeclassics.co.uk

JONATHAN AUCOTT

Mobile: 07968 694448

Office: 01827 288177

Email: sales@avantgardeclassics.co.uk

£89,950



Ferrari 328 GT

1986, 19,700 miles, rosso corsa, beige leather.

£339,950



Ferrari Dino 246 GT

1973, 75,500 miles, Ferrari Classiche, superb provenance.

£149,950



Ferrari 308 GTB Vetroresina

1977, 26,000 miles, one of only 154 UK RHD examples.

£84,950



Ferrari 599 GTB Fiorano F1

2006, 34,300 miles, high spec, main dealer history from new.

EPOA



Porsche 911 Carrera RS

1991, 33,500 miles, polar silver, black and grey leather.

£134,950



Porsche 911 Carrera 4S 993 6-sp

1996, 26,000 miles, believed to be 1 of 181 UK RHD.

VIEWS: TAMWORTH STAFFORDSHIRE • WANTED: SIMILAR HIGH QUALITY CLASSIC CARS

Tel:

01283 548811

Mobile:

07779 335727

EXCLUSIVE CLASSIC CARS LTD Est. 1996 of Burton on Trent, Staffordshire

PART EXCHANGE
UP/DOWN OR SWAP
CONSIDERED



BENTLEY ARNAGE 1.0 AUTO 8000CC
2003 - 52k miles, FSH - last serviced
May 21 - Metallic Sunlight with black
hide interior £79,995



MERCEDES CLS500 2004 - 20k miles from
new, 1 overseas owner from new (Japan),
metallic silver/black hide interior £10,995



MERCEDES GLS 500 V8 (FACTORY
FITTED AMG OPERABLES) - 2005 - 31k
miles, with 1 overseas owner (Japan) -
Metallic Indium Silver/Black Anthracite
leather interior £3,495



MERCEDES BENZ S CLASS 5500,
5000CC V8 (M220) LHD 2004 - 16k miles,
1 overseas owner from new (Japan) -
metallic obsidian black/napa black
leather interior £71,995



MERCEDES BENZ S CLASS 5300 - 1999 -
18k miles from new, one overseas owner from
new (Japan) - metallic apol black/champagne
hide interior £8,995



JAGUAR XJS 4.0 AUTO 1993 FACE
LIFT 8000CC - 47k miles, 1 overseas owner
leased with Service History (Japan &
UK) Westminister Blue/Grey hide interior
..... £70,000 CHANCE OF 2



JAGUAR XJ6 EXECUTIVE 4.2 V8 XJ6E
2007 - 47k miles, 1 overseas owner
(Japan), Metallic Midnight Black/
Champagne hide interior piped in Grey
..... £16,995



JAGUAR XJ6 SE 3500CC V8 XJ6E - 2004,
51k miles with one overseas owner (Japan),
Metallic Platinum Silver/
interior £12,995



JAGUAR XJ6 SE 3500CC V8 AUTO 2006 -
20k miles, 1 wheels owner (Japan),
Metallic Jaguar Racing Green/
Champagne hide interior £14,995 CHANCE OF 11



JAGUAR XJ6 EXECUTIVE XJ6E - V8
32500CC - 2006, 48,744 miles with 1
overseas owner (Japan), Metallic Brushed
/Daimler hide interior £8,995



JAGUAR S TYPE 3.0 2007 - 30k miles,
1 overseas owner (Japan), Metallic
Radiance Red/Black 'Charcoal' hide
interior £19,995 CHANCE OF 6



JAGUAR S TYPE EXECUTIVE 3.0 V8 2006 -
24k miles from new, 1 Overseas owner
from new (Japan) British Racing Green/
Champagne hide interior £10,995



JAGUAR S TYPE EXECUTIVE AS LIMITED
3.0 V8 2007 - Only 20k miles from new,
1 overseas owner from new (Japan),
Metallic liquid silver with champagne hide
interior, seats piped in grey £11,995



JAGUAR X TYPE SE 2.5 V6 AUTO AWD
4 door high series - 2003, 66 miles,
1 wheels owner (Japan), Metallic
Pearl Adriatic Blue/Grey hide interior
..... £7,995 CHANCE OF 3

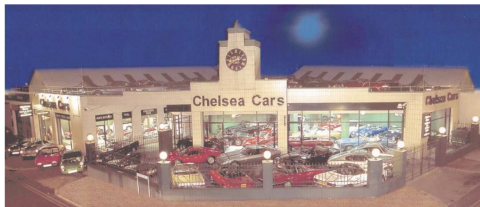


JAGUAR X TYPE 2.5 V6 AUTO - 2002
17k miles from new - 1 overseas owner
from new (Japan), metallic platinum silver
/warm charcoal hide interior £6,495

12 MONTH
HANDLERS WARRANTY
ON CARS FROM 2001

www.exclusiveclassiccarsltd.com

EMAIL:
Exclusiveclassic@aol.com



1960 ASTON MARTIN DB5 6 VANTAGE - SILVER COACHWORK, DARK BLUE LEATHER. MANUAL ZF 5 SPEED £125,000	1965 MERCEDES 300SE COUPE - LHD, MANUAL 5 SPEED, LIGHT GREEN COACHWORK £79,995
1965 ASTON MARTIN DB5 - CALIFORNIAN SAGE COACHWORK, MAGNOLIA INTERIOR £675,000	1970 MERCEDES 280 SL RHD, AUTO - P/S. MATCHING NUMBERS. ENGINE REBUILT. LOW FAMILY OWNERSHIP. WHITE COACHWORK, BLACK LEATHER INTERIOR. THIS CAR HAS BEEN SUBJECTED TO A 10 YEAR HIGH END RESTORATION £POA
1966 ASTON MARTIN DB6 VANTAGE - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR £425,000	1970 MERCEDES 280 SL - SILVER COACHWORK, BLACK LEATHER INTERIOR, AUTO, P/S. REPAINTED, NEW INTERIOR, PREVIOUS ENGINE REBUILD £149,995
1969 JAGUAR XK 150 FHC - RHD, 3.4, AUTOMATIC TRANSMISSION. RED COACHWORK, MAGNOLIA INTERIOR. MATCHING NUMBERS CAR. RECENT £20K EXPENDITURE £79,995	1971 MERCEDES 280 SE COUPE - RHD, BLACK COACHWORK, BLACK INTERIOR, FLOOR SHIFT. EXTENSIVE SERVICE HISTORY £109,995
1969 JAGUAR E TYPE ROADSTER LHD - MAROON COACHWORK, BLACK LEATHER INTERIOR, W/W £69,995	1973 MERCEDES 350 SL , WHITE COACHWORK, 32K MILES CIRCA £50K RESTORATION £39,995
1973 JAGUAR E TYPE V12 ROADSTER - RHD AUTO TRANSMISSION, HEATHER COACHWORK £84,995	1979 MERCEDES 450SL - LHD. WHITE COACHWORK, BLACK INTERIOR, A/C, SHOWING JUST 34K MILES £26,995
1997 JAGUAR XK8 CONVERTIBLE - ANTIGUA BLUE METALLIC, MAGNOLIA LEATHER 74K MILES £9,995	1982 MERCEDES 380 SL - SILVER COACHWORK, DARK BLUE INTERIOR, RESTORED IN JERSEY BY LE RICHE, FSH £24,995
2021 JAGUAR C TYPE - REALM RECREATION. RHD. RED COACHWORK, BLACK LEATHER. REBUILT 3.4 TRIPLE CARB ENGINE. RUNNING IN MILES £69,995	1985 MERCEDES 280 SL SMOKE SILVER COACHWORK, BLACK LEATHER £24,995
1965 LANCIA FLAMINIA 2.8 3 C COUPE - LHD. SILVER COACHWORK, RED LEATHER £59,995	1985 MERCEDES 280 SL - SILVER COACHWORK, DARK BLUE INTERIOR, 89K MILES, RESTORED, FSH £26,995
1949 MERCEDES V170 - 4 DOOR LIMOUSINE CABRIOLET, RED COACHWORK, FULLY RESTORED £429,995	1989 MERCEDES 300SL - BLACK COACHWORK, BLACK LEATHER, 85K MILES £33,995
1957 MERCEDES PONTON 219 SALOON , 6 CYLINDER ENGINE, BLACK COACHWORK, LHD, RESTORED £29,995	1991 MERCEDES 300SL - LIGHT BLUE COACHWORK, GREY INTERIOR, 36K MILES, FSH £16,995
1957 MERCEDES 190 SL RHD - SILVER COACHWORK, BURGUNDY LEATHER, JUST RESTORED, ENGINE REBUILT £149,995	1996 MERCEDES SL 500 - BRILLIANT SILVER COACHWORK, DARK BLUE LEATHER £11,995
1961 MERCEDES 190SL - LHD, SILVER COACHWORK, BLACK LEATHER, FULLY RESTORED £149,995	1997 MERCEDES E220 CABRIOLET - DARK GREEN METALLIC COACHWORK, TAN LEATHER £13,995
1965 MERCEDES 230SL - LHD WHITE COACHWORK, AUTOMATIC, BLUE INTERIOR £69,995	1964 PORSCHE 356C COUPE - RED COACHWORK, BLACK INTERIOR £79,995
	1972 VW CAMPER VAN WESFALIA - ORANGE COACHWORK, LHD, FULL RESTORATION £29,995

AS APPEARED ON 'TOP GEAR' TV PROGRAMME

WE URGENTLY REQUIRE CLASSIC AND SPORTS CARS FOR CLIENTS
ARMOURY WAY • WANDSWORTH • LONDON • SW18 1JZ

Website: www.chelseacars.com

E-Mail: sales@chelseacars.com

TELEPHONE: 020 8870 9977 • FAX No: 020 8877 1905





The Dutch world of historic Jaguars



WWW.ZWAKMANMOTORS.COM



**TRIUMPH AND
CLASSIC CAR SPECIALISTS
TEL: 01487 842168**



BEAUTIFUL 1968 TR5 IN TRIUMPH WHITE LARGE HISTORY FILE WITH HERITAGE CERTIFICATE, LOTS OF PREVIOUS MOT'S, PARTS, AND WORKSHOP INVOICES. GREAT BODY AND CHASSIS WITH GOOD GAPS, FULL BARE METAL EXTERIOR RE-SPRAY IN 2016. TIDY TRIM WITH MOHAIR HOOD, MOTO-LITA STEERING WHEEL, ORIGINAL STYLE DASH. RECENT WORK INCLUDES NEW METERING UNIT AND TUNE. 2018 THE CURRENT OWNER HAD A BOSCH FUEL PUMP KIT FITTED, REPLACEMENT NEAR SIDE REAR HUB AND UNIVERSAL JOINT, REAR LEVER ARM DAMPERS, CLUTCH SLAVE, AND BLEED. 4X NEW TYRES AND A FOUR WHEEL ALIGN. BEAUTIFUL DRIVE AND FAIRLY STOCK. COMPETITIVELY PRICED 4 OWNERS, GAUGE MILEAGE OF 70209. **£51,995**



1969 SIGNAL RED TR6 EX AMERICAN CC RUNNING ON SU CARBURETORS. RUNNING ON TWIN SU CARBURETORS WITH K&N AIR FILTERS. 4 FORMER KEEPERS, IMPORTED INTO THE UK IN 1996, M.O.T AND PARTS HISTORY. IDEAL CAR TO TAKE TO THE NEXT LEVEL. INSPECTION WELCOME TO APPRECIATE THIS TR6. NICE BURR ELM DASH, NICE TRIM, MOUNTNEY STEERING WHEEL AND MAZDA MX5 SEATS. POWDER COATED STEEL WHEELS, NEW BRAKE CALIPERS. WILL COME WITH 12 MONTHS M.O.T. GAUGE MILEAGE 99981 **£14,995**



1968 TR250 BODY OF RESTORED AND MANY IMPROVEMENTS. BODY OFF RESTORED WITH MANY DESIRABLE IMPROVEMENTS. RHD CONVERTED WITH OVERDRIVE. CONVERTED TO TWIN SU'S (BY THE CURRENT OWNER - WHO WAS AN SU TECHNICIAN) THE CAR RUNS AND DRIVES SUPERBLY. IMPROVEMENTS INCLUDE ELECTRONIC IGNITION, TELESCOPIC REAR SHOCKS, STAINLESS EXHAUST, ANTI ROLL BAR, AN ELECTRIC FAN AND WIND DEFLECTOR. SUMMER USE ONLY AND NEVER TAKEN OUT IN THE RAIN (CAUGHT OUT ONCE!) THE CAR IS IN EXCELLENT FIRST-CLASS CONDITION. DRIVES SUPERBLY. GENUINE AND RELUCTANT REASON FOR SALE. (COMMISSION SALE) **£31,995**



**CAR SALES
AND
COMMISSION SALES
TR'S ALWAYS
WANTED!**

**Visit: WWW.TRGB.CO.UK
or our latest ON LINE SHOP
Email: sales@trgb.co.uk**



URGENTLY REQUIRED!

TR2/3/4/4A/250/5/6.
WE URGENTLY REQUIRE MORE
TR CAR STOCK. IF YOU ARE
CONSIDERING SELLING YOUR
CAR PLEASE CALL GARY ON

07801 631632

FOR AN INFORMAL CHAT.

WE BUY ANYTHING TR
FROM RESTORATION
PROJECTS RIGHT THROUGH
TO MINT EXAMPLES.
WE ALSO OFFER A BROKERAGE
SERVICE. COLLECTION
ARRANGED FROM ANY
LOCATION AND THE
CAR IS FULLY
INSURED FROM THE MOMENT
WE COLLECT. WE CAN M.O.T
AND VALET YOUR CAR PLUS
GIVE FREE ADVICE SO THAT
YOU GET THE

BEST POSSIBLE PRICE.



epping motor company

Friendly family business established for over 50 years



1996 MERCEDES 5400 COUPE.
Azurite Blue, 1 owner, 106500 miles, FSH.
£7,995



2005 BMW 650i SPORT CONVERTIBLE
Metallic Black, 50000 miles, FSH.
£3,799



2006(06) MINI COOPER S.
Dark Silver, Black leather, 100000 miles,
FSH £2,495



1996(D) JAGUAR 3.8 MK2.
Opalescent Silver Blue, A/C, magnificent,
£55,000



1963 FORD FAIRLANE 500 COUPE
260 CU IN V8
Metallic Red, Grey trim. £14,795



1973 TRIUMPH STAG MK2. Signal Red,
Black trim, chrome wire wheels, previously
bare metal restoration, history folder.
Stunning condition £20,995



1960 JAGUAR XK150 SE 3.4 FHC
Carmen Red, Black hide O/D, PAS
£27,500



1996 VOLKSWAGEN GOLF VR6 6 DOOR
Candy White, 69000 miles, FSH
£5,995



**1966 FORD FAIRLANE
CROWN VICTORIA**
TURQUOISE / WHITE, 5.7 V8, AUTO, PAS,
A/C £24,900



1997(R) MERCEDES SLK230
Brilliant Silver, Black/Red hide, 70000 miles,
FSH £3,995



1986 MERCEDES 560SL
LHD, Smoke Silver, Black hide, A/C, 114000
miles, FSH, £17,995



2003 PORSCHE BOXSTER 3.2 S.
Metallic Basalt Black, Black hide, A/C, 74000
miles, FSH £8,750

Up to date stock situation on our Website:

www.eppingmotorcompany.com

We are always keen to purchase or take in part exchange modern and classic cars in right or left hand drive

Tel: 01277 365415 Fax: 01277 365436 Email: sales@eppingmotorcompany.com

Total Headturners



Over 40 Replicas / Classic Cars in stock
www.totalheadturners.com



CREMOR COBRA 850 BLOCK 80-90001. This
amazing Cremor Cobra is Cheats no. 0001 of the
latest build sequence. Powered by a Ford F2 big block
with Eagle stroker kit to 7200cc. A superb opportunity
to buy a top of the top spec Cobra! £72,500



SHELBY COBRA MK11 Only 366 miles from new,
C2SMK11 Cheats number. Powered by a correct
Ford 1965 289ci 5 ball V8. This is the best of the best
289 £39,995



ICOMC 367 SPEEDSTER. Iconic Autobody 367
Speedster Heritage. Built from a 2.2L - Manual
Porsche 987. Fully loaded and ready to drive away
£65,000



GT40 GULF. Finished in Gulf colours. Knock on
material inlays with three wheel spacers. Powered
by a Ford 302 by Huddart race engines. A superb
GT40 £79,995



CHESTER SPEEDSTER. Registered 23/12/1970, (PAX
Exempt). Finished in classic silver frost. Powered by
a VW 1600cc fast engine £33,500



RAM 95 COBRA 427 HARDTOP. Finished in
superb Nightfire red with Wimbledon white stripes.
Powered by a 3500i 3000cc V8 supplied by Huddart
racing. Estimated 350 bhp. A superb Cobra with the
427 Hardtop £79,995



COBRA BY PILGRIM MOTORSPORTS. PWA/SA
Registered in 2005. Only 2816 recorded miles.
Powered by a RPI Engineering 3000cc Aluminium V8.
A super Fun Cobra at only £35,700



TEAL TYPE 35 TOURER. Registered 1/03/1974
and has only 7758 recorded miles. The beautiful
aluminium body work. Powered by a 1800cc B series
4 cylinder with twin SU carburetors £28,995



HAWK 229 COBRA. Powered by a truly superb
Ford 300ci 3000cc V8 fitted with a bespoke digital
fuel injection system. Huge and superbly documented,
build and maintenance history. Spare keys also
£34,995



FORD GT40 MK1. "Class like luxury replicas by
Turner Sports Cars. 2013 with just 170 miles from
new 1 Ford 302ci 3000cc Level V8. The GT40 is a
superb as new condition and must be seen to be
appreciated £79,995



XRS REPLICAS. Finished in Classic silver/Grey
over black. 3.2 litre cylinder Jaguar engine with
single inlet cars. Please ask for more information
£69,995



AK COBRA GEN 2. Hydraulic power steering
Powered by a 3800 3700cc Chevrolet V8 built by
Roadcraft £48,000

Telephone: 07711 630348 or 01992 573564

Email: mark@totalheadturners.com

ClassicCarsForSale

ClassicCarsForSale.co.uk

BRITAINS BEST MARKETPLACE FOR BUYING AND SELLING CLASSIC CARS IN PRINT | MOBILE | ONLINE

Classic Cars for Sale reaches 1.4 million classic car buyers & sellers every week in print, online and via mobile. To see more cars for sale or to sell yours go to

ClassicCarsForSale.co.uk



ALVIS TE21 SERIES 3 COUPE 1966, 74,033 miles, RHIB, Manual, PK8, disc brakes, Metallic Maroon, all round beautiful condition, ready to be driven away, beautiful leather interior, £22,995 TEL: 01507 555760 LINCOLNSHIRE



AUSTIN 3 LITRE 1971, 74,430 miles, Central p/c £14,000 TEL: 07775 880799 CENTRAL LOND



AUSTIN-HEALEY 3000 MK3 1967, 12,000 miles, Probable sale but no hurry, been loved, cared for deeply, lots paperwork, my dad bought this car around 2010, lots of things done, invoices, conservation, £88,999 TEL: 07790 260951 ESSEX



AC COBRA REPLICA BY DAX 1999, 19-ED, 5.7-litre Chevy V8, Tremec 5-speed, Cat C in 2002, rebuilt with new Dax body 2007, £11k in receipts, £25,000 TEL: 07970 102956 BEDFORDSHIRE



ASTON MARTIN DB2 1952, 11,140 miles, Le Mans Lightweight, Aston Racing Green, beautiful original Dark Green leather, extensively raced in recent years, rebuilt about 20 years ago, www.rumeymotoristcompany.com DPCA, TEL: 01753 644566 OR 07836 222111 LONDON (T)



AUSTIN A35 VAN 1961, 68,000 miles, Tweed Grey, starts, drives well, good history, £1000's spent, great way to promote a business, a real head turner, all luxury now removed, £12,500 TEL: 01280 575589 BURTON ON TRENT



AUSTIN-HEALEY BN2 100-4 MOOS 1956, complete apart from a cc £29,999 TEL: 07949 548554 HAMPSHIRE



ASTON MARTIN DB7 VANTAGE 2002, 74,000 miles, Ebony Silver, Grey/Pacific Blue interior, outstanding, total history with no gaps, I don't think you will find one with a better spec, Valders of bills, £24,750 TEL: 07874 559536 HEREFORDSHIRE



AUSTIN MINI 1962, 65,000 miles, Reshelled £15,999 TEL: 07979 885176 GWYNEDD



AUSTIN-HEALEY BN2 100V4 1956, LHJ, complete apart from some parts, reasonably sound, no visible accident damage, been in dry storage for many years, chassis ok, need repairs to front right chassis rail, £29,995 TEL: 07949 548554 HAMPSHIRE



ALFA ROMEO SPIDER DUETTO BOAT TAIL 1967, 25,000 miles, new original RHJ, one of only 360, solid but needs restoration as you can see, good roof, Certificate of Origin from Alfa Romeo, £19,995 TEL: 07432 88008 LONDON



ASTON MARTIN DB7 16 1996, 64,000 miles, Maroon silver, Blue/Grey interior, owned for over 9 years, recent new battery, tyres/header tank/header control valve/brake overhaul, fitted with uprated grille to replace original £17,950 TEL: 07895 830011 WEST MIDLANDS



AUSTIN MINI SUPER DELUXE 848CC 1964, Almond Green, superb con £76,000 TEL: 01242 576473 GLOS



BEDFORD CA TRUCK 1950, Virtually complete, new £15,000 TEL: 07894 855335 WALES



ALVIS TA14 MULLINER COACHWORK 1947, 30,025 miles, RHJ, good condition, complete Mulliner coachwork, only done 870 miles in 7 years I have owned her, arriving in 2002 and can't take car, £15,700 TEL: 07570 405343 LEAMINGTON SPA



AUSTIN 12/4 JONES LONDON TAXI 1936, fully restored, excellent £35,500 TEL: 01761 476507 SAFT



AUSTIN-HEALEY 100 BN1 1955, 18,000 miles, Excellent condition, UK car, heritage certificate, bare metal resprayed leather interior June 2021, 4 speed gearbox, alloy radiator, will consider exchange for 911, £80,000 TEL: 07771 684642 STOURBRIDGE



BENTLEY 4 1/4 OFFROAD DESIGN TOURER BY STEVE PENNY Re-bodied 2005 to very high standard on restored chassis, excellent quality hood/tonneau cover/Blue leather interior, v8 drive, drives exceptionally well, lovely, www.mjcar.co.uk £155,000 TEL: 01246 852649 WALES (T)



ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley

Tel: 01737 844999
www.rsande.co.uk
Station Road, Betchworth, Surrey RH4 7BZ



BENTLEY 4 1/4 THURPP & MABERLEY SPORTS SALOON 1937, fitted with slightly earlier 3 1/2 litre engine, running well with lively performance, very attractive, excellent Puddle Brown leather, nice registration, **www.rsande.co.uk** £55,000 TEL: 01248 602648 WALES (T)



BENTLEY CONTINENTAL R 1994, 55,950 miles, great colour combo, interior unmarked, drives superbly, fabulous, 1st class owner, lots of history/bills, 1750 use in last 2 years, kept in heated carpeted garage, **www.rsande.co.uk** £39,000 TEL: 01376 571174 ESSEX



BENTLEY CONTINENTAL R 1993, 50,000 miles, great colour combo, interior unmarked, drives superbly, fabulous, 1st class owner, lots of history/bills, 1750 use in last 2 years, kept in heated carpeted garage, **www.rsande.co.uk** £39,000 TEL: 01376 571174 ESSEX



BENTLEY CONTINENTAL R 1993, 50,000 miles, great colour combo, interior unmarked, drives superbly, fabulous, 1st class owner, lots of history/bills, 1750 use in last 2 years, kept in heated carpeted garage, **www.rsande.co.uk** £39,000 TEL: 01376 571174 ESSEX



BENTLEY R TYPE 1954, really stunning, Tudor over Shell, totally restored 15 years ago, total mechanical overhaul, bare metal rebuild, re-trimmed interior, re-chromed, truly superb example, **www.vintageandclassiccars.co.uk** £36,600 TEL: 01734 390895 HAMPSHIRE/WILTS (T)



BENTLEY 51 1955, 70,000 miles, No working £27,500 TEL: 01724 944979 SCOTLAND



BITTER SC 1984, 50,000 miles, LHD, stunning, probably the best on the market today, runs/drives superbly well, excellent parts/interior, unregistered but can easily get UK registration, unique, ready to go, £27,995 TEL: 07565 743804 UK



BMW 327iD 1939, 12,000 miles, 329 engine £145,000 TEL: 058802313334 UK



BMW 635 CSi 1982, 99,700 miles, Recent rev £116,500 TEL: 07862 703350 WELLS/SOPOU



DSa THREE WHEELER FW34 1934, 45 miles, RHD, fully restored, done 60 since restoration finished, ready to go, Green leather interior, new hood/side screens, ready to rally, Blackclay tyres, rebuilt wheels, £14,500 TEL: 07886 385607 WORCESTER



CITROEN DS D521 IE PALLAS BVH 1970, LHD, Bosch Fuel injection, imported to UK Oct 2015, full bare metal restoration 2013, agreed Valuation 2015 £20,000, all original, engine overhauled, recent battery, spans, **www.vintageandclassiccars.co.uk** £36,600 TEL: 01734 390895 HAMPSHIRE/WILTS (T)



CITROEN DS D521 IE PALLAS BVH 1970, LHD, Bosch Fuel injection, imported to UK Oct 2015, full bare metal restoration 2013, agreed Valuation 2015 £20,000, all original, engine overhauled, recent battery, spans, **www.vintageandclassiccars.co.uk** £36,600 TEL: 01734 390895 HAMPSHIRE/WILTS (T)



ROYCE
SERVICE & ENGINEERING
Specialist in classic & modern Rolls-Royce & Bentley



1998 BENTLEY CONTINENTAL T 420 BHP, This Continental T is in exceptional condition. Finished in Silver Pearl with light Grey hide and Slate inserts, full burr walnut door caps. Serviced and maintained by us. Collectable and usable, 30,000 miles.

1998 BENTLEY CONTINENTAL T 420 BHP, This Continental T is in exceptional condition. Finished in Silver Pearl with light Grey hide and Slate inserts, full burr walnut door caps. Serviced and maintained by us. Collectable and usable, 30,000 miles.



2001 BENTLEY ARNAGE LE MANS Finish in Verdant Green with Spice hide, Lambs wool over rugs and twin umbrellas fitted in the boot. A fantastic car for a collector or to be enjoyed on the road. 47,000 mileage, FSH.

2001 BENTLEY ARNAGE LE MANS Finish in Verdant Green with Spice hide, Lambs wool over rugs and twin umbrellas fitted in the boot. A fantastic car for a collector or to be enjoyed on the road. 47,000 mileage, FSH.

Tel: 01737 844999
www.rsande.co.uk Email sales@rsande.co.uk
Station Road, Betchworth, Surrey RH4 7BZ

Tel: 01737 844999
www.rsande.co.uk Email sales@rsande.co.uk
Station Road, Betchworth, Surrey RH4 7BZ

THE MOTOR SHED LTD
THE SPECIAL REPAIR SHOP, BICESTER HERITAGE, BICESTER OX26 5HA
Tel: 01869 249999 Mobile: 07718 764463
Email: elnder.vintage.services@gmail.com



1952 MG TC 1952, 1000 cc, 1600 cc, 1800 cc, 2000 cc, 2200 cc, 2400 cc, 2600 cc, 2800 cc, 3000 cc, 3200 cc, 3400 cc, 3600 cc, 3800 cc, 4000 cc, 4200 cc, 4400 cc, 4600 cc, 4800 cc, 5000 cc, 5200 cc, 5400 cc, 5600 cc, 5800 cc, 6000 cc, 6200 cc, 6400 cc, 6600 cc, 6800 cc, 7000 cc, 7200 cc, 7400 cc, 7600 cc, 7800 cc, 8000 cc, 8200 cc, 8400 cc, 8600 cc, 8800 cc, 9000 cc, 9200 cc, 9400 cc, 9600 cc, 9800 cc, 10000 cc, 10200 cc, 10400 cc, 10600 cc, 10800 cc, 11000 cc, 11200 cc, 11400 cc, 11600 cc, 11800 cc, 12000 cc, 12200 cc, 12400 cc, 12600 cc, 12800 cc, 13000 cc, 13200 cc, 13400 cc, 13600 cc, 13800 cc, 14000 cc, 14200 cc, 14400 cc, 14600 cc, 14800 cc, 15000 cc, 15200 cc, 15400 cc, 15600 cc, 15800 cc, 16000 cc, 16200 cc, 16400 cc, 16600 cc, 16800 cc, 17000 cc, 17200 cc, 17400 cc, 17600 cc, 17800 cc, 18000 cc, 18200 cc, 18400 cc, 18600 cc, 18800 cc, 19000 cc, 19200 cc, 19400 cc, 19600 cc, 19800 cc, 20000 cc, 20200 cc, 20400 cc, 20600 cc, 20800 cc, 21000 cc, 21200 cc, 21400 cc, 21600 cc, 21800 cc, 22000 cc, 22200 cc, 22400 cc, 22600 cc, 22800 cc, 23000 cc, 23200 cc, 23400 cc, 23600 cc, 23800 cc, 24000 cc, 24200 cc, 24400 cc, 24600 cc, 24800 cc, 25000 cc, 25200 cc, 25400 cc, 25600 cc, 25800 cc, 26000 cc, 26200 cc, 26400 cc, 26600 cc, 26800 cc, 27000 cc, 27200 cc, 27400 cc, 27600 cc, 27800 cc, 28000 cc, 28200 cc, 28400 cc, 28600 cc, 28800 cc, 29000 cc, 29200 cc, 29400 cc, 29600 cc, 29800 cc, 30000 cc, 30200 cc, 30400 cc, 30600 cc, 30800 cc, 31000 cc, 31200 cc, 31400 cc, 31600 cc, 31800 cc, 32000 cc, 32200 cc, 32400 cc, 32600 cc, 32800 cc, 33000 cc, 33200 cc, 33400 cc, 33600 cc, 33800 cc, 34000 cc, 34200 cc, 34400 cc, 34600 cc, 34800 cc, 35000 cc, 35200 cc, 35400 cc, 35600 cc, 35800 cc, 36000 cc, 36200 cc, 36400 cc, 36600 cc, 36800 cc, 37000 cc, 37200 cc, 37400 cc, 37600 cc, 37800 cc, 38000 cc, 38200 cc, 38400 cc, 38600 cc, 38800 cc, 39000 cc, 39200 cc, 39400 cc, 39600 cc, 39800 cc, 40000 cc, 40200 cc, 40400 cc, 40600 cc, 40800 cc, 41000 cc, 41200 cc, 41400 cc, 41600 cc, 41800 cc, 42000 cc, 42200 cc, 42400 cc, 42600 cc, 42800 cc, 43000 cc, 43200 cc, 43400 cc, 43600 cc, 43800 cc, 44000 cc, 44200 cc, 44400 cc, 44600 cc, 44800 cc, 45000 cc, 45200 cc, 45400 cc, 45600 cc, 45800 cc, 46000 cc, 46200 cc, 46400 cc, 46600 cc, 46800 cc, 47000 cc, 47200 cc, 47400 cc, 47600 cc, 47800 cc, 48000 cc, 48200 cc, 48400 cc, 48600 cc, 48800 cc, 49000 cc, 49200 cc, 49400 cc, 49600 cc, 49800 cc, 50000 cc, 50200 cc, 50400 cc, 50600 cc, 50800 cc, 51000 cc, 51200 cc, 51400 cc, 51600 cc, 51800 cc, 52000 cc, 52200 cc, 52400 cc, 52600 cc, 52800 cc, 53000 cc, 53200 cc, 53400 cc, 53600 cc, 53800 cc, 54000 cc, 54200 cc, 54400 cc, 54600 cc, 54800 cc, 55000 cc, 55200 cc, 55400 cc, 55600 cc, 55800 cc, 56000 cc, 56200 cc, 56400 cc, 56600 cc, 56800 cc, 57000 cc, 57200 cc, 57400 cc, 57600 cc, 57800 cc, 58000 cc, 58200 cc, 58400 cc, 58600 cc, 58800 cc, 59000 cc, 59200 cc, 59400 cc, 59600 cc, 59800 cc, 60000 cc, 60200 cc, 60400 cc, 60600 cc, 60800 cc, 61000 cc, 61200 cc, 61400 cc, 61600 cc, 61800 cc, 62000 cc, 62200 cc, 62400 cc, 62600 cc, 62800 cc, 63000 cc, 63200 cc, 63400 cc, 63600 cc, 63800 cc, 64000 cc, 64200 cc, 64400 cc, 64600 cc, 64800 cc, 65000 cc, 65200 cc, 65400 cc, 65600 cc, 65800 cc, 66000 cc, 66200 cc, 66400 cc, 66600 cc, 66800 cc, 67000 cc, 67200 cc, 67400 cc, 67600 cc, 67800 cc, 68000 cc, 68200 cc, 68400 cc, 68600 cc, 68800 cc, 69000 cc, 69200 cc, 69400 cc, 69600 cc, 69800 cc, 70000 cc, 70200 cc, 70400 cc, 70600 cc, 70800 cc, 71000 cc, 71200 cc, 71400 cc, 71600 cc, 71800 cc, 72000 cc, 72200 cc, 72400 cc, 72600 cc, 72800 cc, 73000 cc, 73200 cc, 73400 cc, 73600 cc, 73800 cc, 74000 cc, 74200 cc, 74400 cc, 74600 cc, 74800 cc, 75000 cc, 75200 cc, 75400 cc, 75600 cc, 75800 cc, 76000 cc, 76200 cc, 76400 cc, 76600 cc, 76800 cc, 77000 cc, 77200 cc, 77400 cc, 77600 cc, 77800 cc, 78000 cc, 78200 cc, 78400 cc, 78600 cc, 78800 cc, 79000 cc, 79200 cc, 79400 cc, 79600 cc, 79800 cc, 80000 cc, 80200 cc, 80400 cc, 80600 cc, 80800 cc, 81000 cc, 81200 cc, 81400 cc, 81600 cc, 81800 cc, 82000 cc, 82200 cc, 82400 cc, 82600 cc, 82800 cc, 83000 cc, 83200 cc, 83400 cc, 83600 cc, 83800 cc, 84000 cc, 84200 cc, 84400 cc, 84600 cc, 84800 cc, 85000 cc, 85200 cc, 85400 cc, 85600 cc, 85800 cc, 86000 cc, 86200 cc, 86400 cc, 86600 cc, 86800 cc, 87000 cc, 87200 cc, 87400 cc, 87600 cc, 87800 cc, 88000 cc, 88200 cc, 88400 cc, 88600 cc, 88800 cc, 89000 cc, 89200 cc, 89400 cc, 89600 cc, 89800 cc, 90000 cc, 90200 cc, 90400 cc, 90600 cc, 90800 cc, 91000 cc, 91200 cc, 91400 cc, 91600 cc, 91800 cc, 92000 cc, 92200 cc, 92400 cc, 92600 cc, 92800 cc, 93000 cc, 93200 cc, 93400 cc, 93600 cc, 93800 cc, 94000 cc, 94200 cc, 94400 cc, 94600 cc, 94800 cc, 95000 cc, 95200 cc, 95400 cc, 95600 cc, 95800 cc, 96000 cc, 96200 cc, 96400 cc, 96600 cc, 96800 cc, 97000 cc, 97200 cc, 97400 cc, 97600 cc, 97800 cc, 98000 cc, 98200 cc, 98400 cc, 98600 cc, 98800 cc, 99000 cc, 99200 cc, 99400 cc, 99600 cc, 99800 cc, 100000 cc, 100200 cc, 100400 cc, 100600 cc, 100800 cc, 101000 cc, 101200 cc, 101400 cc, 101600 cc, 101800 cc, 102000 cc, 102200 cc, 102400 cc, 102600 cc, 102800 cc, 103000 cc, 103200 cc, 103400 cc, 103600 cc, 103800 cc, 104000 cc, 104200 cc, 104400 cc, 104600 cc, 104800 cc, 105000 cc, 105200 cc, 105400 cc, 105600 cc, 105800 cc, 106000 cc, 106200 cc, 106400 cc, 106600 cc, 106800 cc, 107000 cc, 107200 cc, 107400 cc, 107600 cc, 107800 cc, 108000 cc, 108200 cc, 108400 cc, 108600 cc, 108800 cc, 109000 cc, 109200 cc, 109400 cc, 109600 cc, 109800 cc, 110000 cc, 110200 cc, 110400 cc, 110600 cc, 110800 cc, 111000 cc, 111200 cc, 111400 cc, 111600 cc, 111800 cc, 112000 cc, 112200 cc, 112400 cc, 112600 cc, 112800 cc, 113000 cc, 113200 cc, 113400 cc, 113600 cc, 113800 cc, 114000 cc, 114200 cc, 114400 cc, 114600 cc, 114800 cc, 115000 cc, 115200 cc, 115400 cc, 115600 cc, 115800 cc, 116000 cc, 116200 cc, 116400 cc, 116600 cc, 116800 cc, 117000 cc, 117200 cc, 117400 cc, 117600 cc, 117800 cc, 118000 cc, 118200 cc, 118400 cc, 118600 cc, 118800 cc, 119000 cc, 119200 cc, 119400 cc, 119600 cc, 119800 cc, 120000 cc, 120200 cc, 120400 cc, 120600 cc, 120800 cc, 121000 cc, 121200 cc, 121400 cc, 121600 cc, 121800 cc, 122000 cc, 122200 cc, 122400 cc, 122600 cc, 122800 cc, 123000 cc, 123200 cc, 123400 cc, 123600 cc, 123800 cc, 124000 cc, 124200 cc, 124400 cc, 124600 cc, 124800 cc, 125000 cc, 125200 cc, 125400 cc, 125600 cc, 125800 cc, 126000 cc, 126200 cc, 126400 cc, 126600 cc, 126800 cc, 127000 cc, 127200 cc, 127400 cc, 127600 cc, 127800 cc, 128000 cc, 128200 cc, 128400 cc, 128600 cc, 128800 cc, 129000 cc, 129200 cc, 129400 cc, 129600 cc, 129800 cc, 130000 cc, 130200 cc, 130400 cc, 130600 cc, 130800 cc, 131000 cc, 131200 cc, 131400 cc, 131600 cc, 131800 cc, 132000 cc, 132200 cc, 132400 cc, 132600 cc, 132800 cc, 133000 cc, 133200 cc, 133400 cc, 133600 cc, 133800 cc, 134000 cc, 134200 cc, 134400 cc, 134600 cc, 134800 cc, 135000 cc, 135200 cc, 135400 cc, 135600 cc, 135800 cc, 136000 cc, 136200 cc, 136400 cc, 136600 cc, 136800 cc, 137000 cc, 137200 cc, 137400 cc, 137600 cc, 137800 cc, 138000 cc, 138200 cc, 138400 cc, 138600 cc, 138800 cc, 139000 cc, 139200 cc, 139400 cc, 139600 cc, 139800 cc, 140000 cc, 140200 cc, 140400 cc, 140600 cc, 140800 cc, 141000 cc, 141200 cc, 141400 cc, 141600 cc, 141800 cc, 142000 cc, 142200 cc, 142400 cc, 142600 cc, 142800 cc, 143000 cc, 143200 cc, 143400 cc, 143600 cc, 143800 cc, 144000 cc, 144200 cc, 144400 cc, 144600 cc, 144800 cc, 145000 cc, 145200 cc, 145400 cc, 145600 cc, 145800 cc, 146000 cc, 146200 cc, 146400 cc, 146600 cc, 146800 cc, 147000 cc, 147200 cc, 147400 cc, 147600 cc, 147800 cc, 148000 cc, 148200 cc, 148400 cc, 148600 cc, 148800 cc, 149000 cc, 149200 cc, 149400 cc, 149600 cc, 149800 cc, 150000 cc, 150200 cc, 150400 cc, 150600 cc, 150800 cc, 151000 cc, 151200 cc, 151400 cc, 151600 cc, 151800 cc, 152000 cc, 152200 cc, 152400 cc, 152600 cc, 152800 cc, 153000 cc, 153200 cc, 153400 cc, 153600 cc, 153800 cc, 154000 cc, 154200 cc, 154400 cc, 154600 cc, 154800 cc, 155000 cc, 155200 cc, 155400 cc, 155600 cc, 155800 cc, 156000 cc, 156200 cc, 156400 cc, 156600 cc, 156800 cc, 157000 cc, 157200 cc, 157400 cc, 157600 cc, 157800 cc, 158000 cc, 158200 cc, 158400 cc, 158600 cc, 158800 cc, 159000 cc, 159200 cc, 159400 cc, 159600 cc, 159800 cc, 160000 cc, 160200 cc, 160400 cc, 160600 cc, 160800 cc, 161000 cc, 161200 cc, 161400 cc, 161600 cc, 161800 cc, 162000 cc, 162200 cc, 162400 cc, 162600 cc, 162800 cc, 163000 cc, 163200 cc, 163400 cc, 163600 cc, 163800 cc, 164000 cc, 164200 cc, 164400 cc, 164600 cc, 164800 cc, 165000 cc, 165200 cc, 165400 cc, 165600 cc, 165800 cc, 166000 cc, 166200 cc, 166400 cc, 166600 cc, 166800 cc, 167000 cc, 167200 cc, 167400 cc, 167600 cc, 167800 cc, 168000 cc, 168200 cc, 168400 cc, 168600 cc, 168800 cc, 169000 cc, 169200 cc, 169400 cc, 169600 cc, 169800 cc, 170000 cc, 170200 cc, 170400 cc, 170600 cc, 170800 cc, 171000 cc, 171200 cc, 171400 cc, 171600 cc, 171800 cc, 172000 cc, 172200 cc, 172400 cc, 172600 cc, 172800 cc, 173000 cc, 173200 cc, 173400 cc, 173600 cc, 173800 cc, 174000 cc, 174200 cc, 174400 cc, 174600 cc, 174800 cc, 175000 cc, 175200 cc, 175400 cc, 175600 cc, 175800 cc, 176000 cc, 176200 cc, 176400 cc, 176600 cc, 176800 cc, 177000 cc, 177200 cc, 177400 cc, 177600 cc, 177800 cc, 178000 cc, 178200 cc, 178400 cc, 178600 cc, 178800 cc, 179000 cc, 179200 cc, 179400 cc, 179600 cc, 179800 cc, 180000 cc, 180200 cc, 180400 cc, 180600 cc, 180800 cc, 181000 cc, 181200 cc, 181400 cc, 181600 cc, 181800 cc, 182000 cc, 182200 cc, 182400 cc, 182600 cc, 182800 cc, 183000 cc, 183200 cc, 183400 cc, 183600 cc, 183800 cc, 184000 cc, 184200 cc, 184400 cc, 184600 cc, 184800 cc, 185000 cc, 185200 cc, 185400 cc, 185600 cc, 185800 cc, 186000 cc, 186200 cc, 186400 cc, 186600 cc, 186800 cc, 187000 cc, 187200 cc, 187400 cc, 187600 cc, 187800 cc, 188000 cc, 188200 cc, 188400 cc, 188600 cc, 188800 cc, 189000 cc, 189200 cc, 189400 cc, 189600 cc, 189800 cc, 190000 cc, 190200 cc, 190400 cc, 190600 cc, 190800 cc, 191000 cc, 191200 cc, 191400 cc, 191600 cc, 191800 cc, 192000 cc, 192200 cc, 192400 cc, 192600 cc, 192800 cc, 193000 cc, 193200 cc, 193400 cc, 193600 cc, 193800 cc, 194000 cc, 194200 cc, 194400 cc, 194600 cc, 194800 cc, 195000 cc, 195200 cc, 195400 cc, 195600 cc, 195800 cc, 196000 cc, 196200 cc, 196400 cc, 196600 cc, 196800 cc, 197000 cc, 197200 cc, 197400 cc, 197600 cc, 197800 cc, 198000 cc, 198200 cc, 198400 cc, 198600 cc, 198800 cc, 199000 cc, 199200 cc, 199400 cc, 199600 cc, 199800 cc, 200000 cc, 200200 cc, 200400 cc, 200600 cc, 200800 cc, 201000 cc, 201200 cc, 201400 cc, 201600 cc, 201800 cc, 202000 cc, 202200 cc, 202400 cc, 202600 cc, 202800 cc, 203000 cc, 203200 cc, 203400 cc, 203600 cc, 203800 cc, 204000 cc, 204200 cc, 204400 cc, 204600 cc, 204800 cc, 205000 cc, 205200 cc, 205400 cc, 205600 cc, 205800 cc, 206000 cc, 206200 cc, 206400 cc, 206600 cc, 206800 cc, 207000 cc, 207200 cc, 207400 cc, 207600 cc, 207800 cc, 208000 cc, 208200 cc, 208400 cc, 208600 cc, 208800 cc, 209000 cc, 209200 cc, 209400 cc, 209600 cc, 209800 cc, 210000 cc, 210200 cc, 210400 cc, 210600 cc, 210800 cc, 211000 cc, 211200 cc, 211400 cc, 211600 cc, 211800 cc, 212000 cc, 212200 cc, 212400 cc, 212600 cc, 212800 cc, 213000 cc, 213200 cc, 213400 cc, 213600 cc, 213800 cc, 214000 cc, 214200 cc, 214400 cc, 214600 cc, 214800 cc, 215000 cc, 215200 cc, 215400 cc, 215600 cc, 215800 cc, 216000 cc, 216200 cc, 216400 cc, 216600 cc, 216800 cc, 217000 cc, 217200 cc, 217400 cc, 2176



CITROËN TRACTION AVANT LIGHT 15 11BL 1947, 50,000 miles, Blough built, small boot version, driven weekly, respray would not go a miss, very sound body, delivery can be arranged. £17,500 TEL: 07536 825820 SOUTH WALES



FIAT 500 ABarth RECREATION 1969, 700 miles, 13" wheels, £14,750 TEL: 07569 553253 CAMBRIDGE



JAGUAR E-TYPE 1973, 57,000 miles, Very clean, original, not been restored, new bonnet, front seats have been recovered in leather, weekend viewings only. £58,000 TEL: 07762 102640 DORSET



JAGUAR XK 4.2 V8 2007, 54,800 miles, RHD, automatic transmission, 2 owners, 12 months MoT, Emerald Green/Caramel hide, superb condition, service history. £18,990 TEL: 07944 956601 BISHOP STORTFORD



CITROËN TRACTION AVANT ROADSTER 1950, originally built in France from Citroën L four door, all works done by Traction Renaissance Services in Stroud, new interior, new instruments, 10 tyres, new hood/cover, garaged. £15,000 TEL: 01794 651193 SOUTHAMPTON



FIAT 500 GUIMMI 1970, 31,000 miles, Finished £12,995 TEL: 07890 113383 NUNEATON



JAGUAR E-TYPE V12 1974, 67,000 miles, UK car, go £29,995 TEL: 07788 666427 CHESHIRE



JAGUAR XK120 DHC 1954, 4,500 miles, rare alum £39,000 TEL: 07711 705562 LANCASTHIRE



DAIMLER 250 V8 1960, 72,000 miles, Pendennis £13,000 TEL: 01923 419125 WEST SUSSEX



FORD CORTINA MARK 1 1966, 20,253 miles, Beautiful £19,999 TEL: 07669 437140 SCOTLAND



JAGUAR MARK 2 SALOON 1961, 50,421 miles, Extensively refurbished 14 years ago inc: full metal respray, engine/pearbox overhaul, all documented, renewed Cream leather interior, stored for years, 3.6 litre engine, £26,000 TEL: 07977 907567 DEVON



JAGUAR XK120 FHC 1954, Pale Metallic Blue, now completed the restoration, fully repainted, completely free of any corrosion, complete re-tilt, Woodstock has been reversed, very attractive and collectable, www.rummy.co.uk TEL: 01753 644569 OR 07936 222111 LONDON (T)



DAIMLER DART SP250 1962, 66,000 miles, Light Race £35,500 TEL: 07798 840419 LEICESTERSHIRE



FORD ESCORT 1600CC 4 DOOR 1978, 25,000 miles, RHD, Fully restored, mechanically rebuilt with decals homage to 1980 Acropolis rally Escort, new carpet/ stereo/speakers, originally from South Africa, imported 3 years ago. £15,000 TEL: 07737 129181 WORCESTERSHIRE



JAGUAR MARK IV 1948, With Red interior, fully £37,500 TEL: 01761 470607 BATH



JAGUAR XK150 3.4 SE DHC 1958, Original UK RHD, 3.2 In £32,995 TEL: 07838 369135 NORTH WEST E



DELOREAN DMC-12 1983, 5,850 miles, LHD, in exceptional condition, drives as it should, full MoT, having been concours entrant the overall finish both inside/out and structural, true survivor, starts. £99,990 TEL: 07871 264561 BARNLEY



FORD MUSTANG 1966, 62,000 miles, LHD, Fantastic, Springtime Yellow, original Black leather interior, been garaged since arrival in UK, well cared for, driven sparingly, no exterior/interior blemishes, £31,000 TEL: 07776 393100 ESSEX



JAGUAR SPECIAL FHC 1988/2017, strikingly beautiful imagining of a Jaguar that never was, Superb high quality based on 1989 XJS 3.6 mechanicals, both a pleasure/ ease to drive, www.mokcar.co.uk £35,000 TEL: 01248 602446 N. WALES (T)



JAGUAR XK150 COMPETITION 1958, Original UK RHD, 3.2 In £32,995 TEL: 07838 369135 HAMPSHIRE



FERRARI 375M MARANELLO FIORANO 2003, 51,000 miles, Rosso Corsa £94,990 TEL: 07769 690506 STAFFORDSHIRE



FORD MUSTANG FASTBACK 1967, 59,000 miles, LHD, restored to high standard in 2010, engine 367 stroker with eagle kit fitted, fully 700 double pump, front disc brake conversion, lovely car inside/out. £39,995 TEL: 01865 680108 OXFORDSHIRE



JAGUAR XJS 3.3 LITRE V12 CONVE 1989, 53,620 miles, Stunning e £27,950 TEL: 07957 249887 LONDON



JAGUAR XK150 FHC 1958, 99,001 miles, Exceptional, unique, restored to very high standard, fitted with 3.85 engine, manual with o/s, re-upholstered, bucket seats, retractable seat belts, Molloy a wheel, rust free. £35,000 TEL: 07563 862769 KINCROSS



JAGUAR XKR 100 2004, 78,000 miles, lovely, everything works as it should, great condition, new tyres, discpads, plugs, oil cooler, bought in 2016, trouble free motoring, full service, always garaged, full MOT, £17,750 TEL: 07795 901024 HAMPSHIRE



LAND ROVER 88 SERIES 3A 2.5 V8 1971, 95,000 miles, Galvanised £16,500 TEL: 07919 565470 WILTSHIRE



JENSEN 541R 1999, 4 seater coupe, 1 of only 160 produced, truly superb condition having undergone a total body off restoration in 2010, Silver Pearl and Burgundy, www.jensenleavesclassiccars.co.uk £47,900 TEL: 01794 380985 HAMPSHIRE/WILTS (T)



LAND ROVER 95 HERITAGE 5,800 miles, Greenside Green, all standard extras plus lots of fitted ones, still in as good as new condition, garage kept, fully under sealed, Land Rover heritage book, £35,000 TEL: 07802 756298 DEVON



LANBORGHINI GALLARDO SPYDER 2006, 21,500 miles, most successful model in Lamborghini history, extremely reliable, amenity loaded, burning 3 burner keepers, 1 service stamp, history file, www.lamborghiniuk.com £72,900 TEL: 07793 644566 OR 07836 222111 LONDON (T)



LAND ROVER DEFENDER 300TDi 1998, 10,200 miles, Galvanised £13,999 TEL: 07711 969887 YORKSHIRE



LAND ROVER 110 DEFENDER COUNTY 1987, 151,000 miles, 300 TDi, £35,000 TEL: 07522 618908 DEVON



LAND ROVER DEFENDER 90 1988, 252,766 miles, Mot Sept £11,500 TEL: 07972 118284 WORCESTERSHIRE



LAND ROVER 110 STATION WAGON 1987, 48,948 miles, E reg, a £23,950 TEL: 07988 149814 GLOUCESTERSHIRE



LAND ROVER DEFENDER 90 1986, 47,500 miles, Convertible, 6 seater ready to drive to the sun, £28,950 TEL: 07708 363296 MILTON KEYNES



LAND ROVER 110 V8 DEFENDER 1989, 139,650 miles, Rare model, 4 brand new quality tyres, 12 seats petrol, Mot expires June 22, manual, carefully maintained by mechanic owner, trailer available if wanted, £16,700 TEL: 07766 747645 ESSEX



LAND ROVER DEFENDER 90 COUNTY 1988, 192,370 miles, Ecom G16 £13,500 TEL: 07514 762911 SURREY

The Real Car Co.



Specialists in Rolls-Royce and Bentley
mail@realcar.co.uk 0243 602649



1957 Bentley S1 Four Door Sports Saloon in Tudor Grey
Lovely soft original tan leather – in fact the whole car is a delight throughout with a well substantiated 67k miles **£55,000**
Fabulous choice of S Series/Clouds - Coachbuilt & Standard
Including 2 Flying Spurs & 2 very special James Young cars.



1955 Bentley R-Type Automatic Sports Saloon
Finished in a deep red with excellent original beige leather, about 5,000 miles since engine overhaul & much more.
Very sound, full set of tools and drives superbly. **£39,500**
'51 MKVI Mulliner Lightweight & Lovely '53 Auto Dawn



1936 4 1/2 VDF Style 'Honeysuckle' Open Tourer
Handsome, very accurate, well built body constructed in early 1970s. Well maintained, very appealingly matured, lovely green leather, runs/drives beautifully, overdrive – gorgeous! **£150,000**
Seven other interesting Derbys: open/closed, 3 1/2, 4 1/2, O/Drive



realcar.co.uk

For up-to-date stock details, plenty of photos & sign up for our 'New Arrival' email alerts. See our videos on YouTube at Real Car Co.



LAND ROVER DEFENDER COUNTY STA 1996, 200,000 miles, 3 owners £14,995 TEL: 07375 363746 SHROPSHIRE



LOTUS ELITE TYPE 14 1990, 26,912 miles, dark metal £65,000 TEL: 01507 633760 LINCS



MERCEDES-BENZ 300 SL 107 SERIES 1997, 47,000 miles, Stunning e £24,950 TEL: 07981 432475 GERSHIRE



MG C GT 1968, 93,000 miles, power steel £18,500 TEL: 07766 570611 BRISTOL



LAND ROVER SERIES I 107 1955, 1,047 miles, rare, galvanneal chassis/bulkhead, has to be viewed to be appreciated, labour intensive project resulting in a lovingly restored vehicle. Mot tax exempt, £22,995 TEL: 01273 495136 WEST SUSSEX



LOTUS ESPRIT TURBO 1988, 66,000 miles, 5 speed m £35,995 TEL: 07858 201139 ASHFORD



MERCEDES-BENZ G-WAGEN MILITARY 1990, 4,000 miles, 5x4, Chance of a lifetime vehicle, Mercedes-Benz woff scout military G wagon, please call for more information. £30,000 TEL: 07759 715690 GLUCESTERSHIRE



MG SA SALOON 1936, 101,805 miles, Agreed va £40,500 TEL: 01487 831790 POWYS



LAND ROVER SERIES II FORWARD CONTROL 1B 1975, 60,000 miles, 2.6 cylinder petrol, Blue, dropside body, chassis has been galvanneal, new tyrest new battery, new front seats, good overall condition. £15,500 TEL: 07768 097163 WINKLEIGH



MASERATI 4200 GT 2000, 72,000 miles, PS4, refur £15,000 TEL: 07835 428664 WEST MIDLAND



MERCEDES-BENZ SL-CLASS 280 1983, 130,000 miles, Stunning £17,950 TEL: 07932 669491 WEST MIDLAND



MG TD 1951, 100 miles, RHD, Ex USA, full expert rebuild 2000, first driven June 2021, £20,000 plus spent, tub/chassis/bodywork/chrome excellent, new leather interior/hood, 4.33 rebuild diff, 51000 of spares £17,750 TEL: 07717 604199 HANTS



LAND ROVER SERIES III SAFARI S 1972, 43,497 miles, Blue/cream £25,000 TEL: 07802 352104 NORTHAMPTONS



MASERATI ZAGATO SPYDER 1969, 38,000 miles, My car in £19,929 TEL: 07403 762717 SCOTLAND



MERCEDES-BENZ SL-CLASS 500 1990, 54,758 miles, In our possession since 1990, garaged, in excellent condition, my better 3rd owner - myself the 4th, soft top, PS4, serviced December 2021/12 month MOT, £28,000 TEL: 07578 932533 DORSET



MG TD 1951, 50,500 miles, original R £27,950 TEL: 07956 317766 SOUTHEND-ON-SEA



LAND ROVERS SERIES I 80P 1952, 85,000 miles, Very origi £18,000 TEL: 07827 781910 DORSET



MAXWELL MODEL 25 1915, LHD, mostly original condition, not many about, older restored condition, from California so all good but seat/hood suffered from heat, 4 new tyres, it will run, £22,000 TEL: 07773 688271 CORNWALL



MG B ROADSTER 1972, 14,000 miles since rebui £21,500 TEL: 07949 314296 KENT



MG TD 1951, 1,500 miles, full nutjob £25,500 TEL: 07425 092230 SWINDON



LEA FRANCIS 14HP 4 LIGHT 1955, Have owned for approx 50 £15,250 TEL: 01761 470607 BATH



MERCEDES-BENZ 230 PAGODA SL W1 1965, 6,888 miles, Skoutful, £85,000 TEL: 07852 104515 WEST MIDLAND



MG B ROADSTER 1972, RHD, heritage shell, new hood, upholstery, carpets fitted, reconditioned engine/gearbox 7 years ago, purchased 3 years ago from reputable dealer, new brakes, fuel pump, battery, uprated lights, £15,500 TEL: 07780 666284 ESSEX



MINI 1275 GT 1970, "H" reg, Yellow, Black £20,995 TEL: 07811 349960 NORFOLK



MINI CLUBMAN 1100CC 1978, 57,491
miles. Stripped f SPOA TEL: 07850 582066
SOUTHPORT



MORGAN 3 WHEELER 1934. Fully restored by Car Bos and features in the episode "Morgan Mayhem", full running order, excellent condition inside/out, Ford engine, original number plates. £14,995 TEL: 01669 621855 NORTHUMBERLAND



MINI CLUBMAN 1275GTS 1980, 3,200 miles, RHD, Recently imported from South Africa, UK registered, recently refurbished, rebuilt engine, outstanding example, appreciating classic, MoT December 2022, now tax/MoT exempt, £21,995 TEL: 07566 788245 WEST YORKSHIRE



MORGAN PLUS 4 1995, 10,960 miles.
Rover 2.8 £26,500 TEL: 01563 530724
AYRSHIRE



MINE COOPER MPI 1997, 54,138 miles, RHD, Retractable sunroof, vehicle bodywork was fully refurbished and it was back on the road in 2015. £14,500 TEL: 01646 651795 Pembrokeshire



MORGAN PLUS 4 4 SEATER 1954, 59,000 miles, Last of its £29,750 TEL: 07900 405066 SOMERSET



MINI COOPER SPORTS PACK, 1997.
68,000 miles, been race £19,500 TEL:
07875 548181 E88EX



MORRIS MINI SALOON 850 1964, 302 miles, lovely, many £17,895 TEL: 07847 800704 NORFOLK



MINI COOPER SPORTS PACK 1997,
68,000 miles, recently r £19,500 TEL: 07875
540181 ESSEX



MORRIS MINOR PICUP 1967, 850 miles, RHD, full resto in last 2 years, engine rebuilt done approx 850 miles since, perfect Almond Green, new window rubbers, brakes, tilt, can deliver. £13,950 TEL: 07837 991278 KENT



MINI MOKE 1965, 30,000 miles, RHD, Comp! £15,000 TEL: 07900 051055 HENLEY ON TH



MORRIS MINOR TRAVELLER 1971,
28,000 miles, recent bot £16,500 TEL: 01309
641301 LK.

MELVYN RUTTER LIMITED



International Morgan Sales, Service, Parts and Restoration for Morgan Cars from 1936 to Present Day

New Limited Edition Morgan Plus Four LM62



Celebrating the company's legendary 2-litre class win at the Le Mans 24-hour race in 1962.

Limited to a production of 62 examples of which 25 will remain in the UK. A very limited dealer allocation - we have stock arriving early February, so please speak to Adam or Melvyn - for full specification please refer to our website - £86,495 on the road!



New & Unregistered Plus Six

Metallic Black with dark red leather, 19" black alloy wheels, walnut gloss dashboard and centre column, heated seats and black steering wheel centre - **£89,995 + OTR costs**



2020 Morgan 3-Wheeler

Sports Orange with quilted Charcoal leather interior, heated seats, polished roll hoops, headrests, luggage rack, stage 1 tuned, 2,294 miles and one owner and so much more! This is an exceptional example and one that will blow you away both visually and audibly! - **\$46,950**

[Full details on our website of these and other stock cars](#)

**WE BUY MORGAN CARS,
INCLUDING PROJECTS**

84 PAGE RUTTER PARTS CATALOGUE
£5 UK, £7 Europe, £9 overseas elsewhere

The Morgan Garage, Little Hailingbury, Nr Bishops Stortford, Herts CM22 7PA England
Tel: 01279 725725 www.melvyn-ruttler.co.uk Email: mr@melvyn-ruttler.net



OPEL ASCONA B 1600, Very well known, won the £24,999 TEL: 07724 666149 NORTHERN IRE



ROYCE
SERVICE & ENGINEERING
Specialist in classic & Modern Rolls-Royce & Bentley
Tel: 01737 844999
www.rsandco.co.uk
Station Road, Betchworth, Surrey RH3 7BZ



ROLLS-ROYCE CORNICHE MULLINER PARK WARD 1971, 35,700 miles, Seychelles Blue, Blue Everflex roof, tan leather interior, wooden steering wheel, first generation car, very good visible condition, long list of parts fitted. £39,990 TEL: 07889 749491 SCOTLAND



TRIUMPH STAG 1976, Tahiti Blue, Beige Inter-CPDA TEL: 01142 461466 SHEFFIELD



PEUGEOT 205 GTI 1.9 1985, 60,025 miles, Chancel Grey, great condition, full new MoT, new tyres, disc/pads, glass sunroof, first to see will buy, drives like a dream, wonderful. £14,500 TEL: 07954 499586 NOTTINGHAMSHIRE



RENAULT 11N ESTAFETTE 1967, 55,433 miles, Good, class £16,500 TEL: 07484 288110 WIRRAL



ROLLS-ROYCE PH CONTINENTAL HJ MULLINER 1932, fabulously sporn/stylish, probably unique, 2 seater/cockney, born with 1 family since 1960, lots of history, new cylinder head, driving beautifully. www.mallor.co.uk £250,000 TEL: 01248 602649 WALES (T)



TRIUMPH STAG 1972, 64,000 miles, RHD, 3000cc V6, Black upholstery/soft top, new HiTorq starter motor, new brake master cylinder/servo, SS exhaust, electronic ignition, cavity wax, good runner, correct wheels, good £15,000 TEL: 07946 321940 DORSET



PORSCHE 911 996 2000, 55,000 miles, rare, desirable, immaculate condition throughout, significant investment made to fully restore the vehicle, used standard spec plus many Porsche additional factory options. £22,500 TEL: 07824 839121 NEWBURY



RILEY RM5 2.6 LITRE 1949, really nice, extremely solid original, very sound timbers - much work done, factory leather upholstery - pleasing sight, well loved by previous owner, email keith@wee.co.uk www.mallor.co.uk £42,000 TEL: 01248 602649 WALES (T)



ROLLS-ROYCE SILVER DAWN AUTO 8/ SALOON 1933, delivered new to Australia, structurally superb, smartly re-finished in Ivory/Black, runs/drives beautifully, recent set of Rialty tyres. www.mallor.co.uk £42,500 TEL: 01248 602649 WALES (T)



TRIUMPH TR4 1962, Powder Blue, Unrestored £23,990 TEL: 07953 493835 WEST MIDLAND



PORSCHE 944 1987, 49,100 miles, fine example £20,000 TEL: 01633 450376 WALES



ROLLS-ROYCE SILVER CLOUD II 1961, Silver paintwork, Bagn £39,500 TEL: 01327 811852 NORTHANTS



ROYALE DROPHEAD 1974, 34,000 miles, Lovely, be £16,500 TEL: 07747 023607 MERSEYSIDE



TRIUMPH TR4A 1967, Bright Red, Black interior piped in White, excellent quality Black carpeting throughout, truly outstanding, history file, you could not build one to this condition. www.silverclouds.co.uk £25,990 TEL: 01753 664999 OR 07836 222111 LONDON (T)



PORSCHE BOXSTER 2006, 75,000 miles, Iconic Autostar Speedster, rare coach-built retro-modern interpretation, produced at great expense, Scarlet leather interior, Porsche Puma inserts, £35,000 TEL: 07974 377288 WORCESTERSHIRE



ROLLS-ROYCE 20/25 LIMOUSINE BY RIPPON BROS OF HUDD 1935, dry stored about 30 years, runs/drives well, MoT V, requires light recommissioning, handsome, trouser strap wings, flared doors, Giffie rear lights, P150 lights. www.mallor.co.uk £27,500 TEL: 01248 602649 WALES (T)



TRIUMPH 1600 ROADSTER 1947, 1800 miles, Lovely mello £15,000 CANO TEL: 07704 990489 CO. TYRONE



TRIUMPH TR6 1974, Fully restored with photo £24,750 TEL: 07767 476667 SOUTH WEST



RELIANT SCIMITAR GTE 6A 1978, 43,450 miles, RHD, Only one owned by 494, been kept on road by me for 21 years, two previous owners who kept all bills/receipts/service records, retains originality/patina. £17,995 TEL: 07970 873949 DEVON



ROLLS-ROYCE 20HP LANDAUETTE 1923, simply magnificent, coachwork by Hooper, interior/interior totally original in outstanding condition, mechanically retained regardless of cost, extensive history file. www.worthroycars.co.uk £48,850 TEL: 01794 390805 HAMPSHIRE/WILTS (T)



TRIUMPH ROADSTER 1800/2000 Buying, selling, we specialise, please call or email: keith@wee.co.uk TEL: 01487 842000 CAMBS (T)



TRIUMPH TR6 CR 1973, 58,400 miles, MoT 25/05/ £15,990 TEL: 07767 361882 POOLE



VANDEN PLAS PRINCESS 4L R 1965, 79,441 miles, 14" rims, £15,500 TEL: 07775 933759 LONDON



VOLKSWAGEN CAMPERVAN BAY WINDOW 1975, 37,000 miles, Australian £26,000 TEL: 07748 375412 WEST SUSSEX



VAUXHALL WYVERN LUX 1949, 10,000 miles, recently £12,995 TEL: 07899 833664 DORSET



VOLKSWAGEN T2 CROSSOVER 1972, 62,250 miles, engine in brilliant running condition, recently undergone a full service, MoT November 2022, brilliant condition inside/out, original 14" wheels, dome-style hub caps, £25,000 TEL: 07841 026594 CAMPSPORESHIRE



VOLKSWAGEN BEETLE 1200 1965, 12,340 miles, RH-D, Full body off restoration 2001, exterior/interior resprayed/painted to original colour scheme, new clutch, 12v starter motor, 4 new tyres, new retro seatbelts fitted front/rear £12,500 TEL: 07894 644194 WEST SUSSEX



VOLKSWAGEN T2 EARLY BAY 1965, 62,950 miles, RH-D, Australian import, Weber carbs, 1000 air cooled engine, resprayed with Red interior, Porsche Fuchs alloy wheels, runs beautifully, totally reliable, £18,000 TEL: 07742 949535 WEST MIDLANDS



VOLKSWAGEN CAMPERVAN 2002, 25,000 miles, Baby Blue, £27,999 TEL: 07958 190195 CHESHIRE



VOLVO 1800SE 1973, 42,000 miles, in very good £18,500 TEL: 07770 831733 STAFFORDSHIRE

OSELLI


CLASSIC & SPORTSCARS



Looking to store your precious Classic over the winter period, contact OSELLI where within our workshop complex we have a dedicated workshop fully heated and with maximum security.







Collection and delivery service available in covered trailer.

For competitive rates call us on: 01993 849610 or email: storage@oselli.com



CONNOISSEURS CARS

MODERN/FUTURE CLASSICS FOR THE CONNOISSEUR

<p>1993 VAUXHALL LOTUS CARLTON 3.6 TURBO 37THRP LTD EBN</p>  <p>Prize condition throughout. Covered a mere 34k miles with an extensive service history/ records.</p> <p> serviced. Very rare, only 183 left in UK, one of which this has to be one of the best examples. £115,000</p>	<p>2010 BMW ALPINA D5 BI-TURBO SILVER</p>  <p>Full service condition, LED light package, steering wheel, 18" alloy wheels with full service history/ records.</p> <p> serviced, 2 keys/valves/brake master/slave, MoT ready 07/2023, Economical/Practical/Reliable, Getting there now. £18,500</p>
<p>2002 BMW M3 3.2i CONVERTIBLE MANUAL INDIVIDUAL SILVERSTONE METALLIC LTD EBN</p>  <p>Immaculate throughout, 12k miles with full history/ records/ serviced. Very rare vehicle. £17,500</p> <p>Interest & Values are rising on top M3's.</p>	<p>1992 MERCEDES-BENZ 606SEL V12 998RHP AUTO</p>  <p>Silver in excellent condition throughout, 87k Miles with huge history file, recently serviced. £14,800</p> <p>Very rare vehicle only 167 left in UK.</p>
<p>1981 MGB GT ROADSTER 1.8</p>  <p>Cherished example of very clean throughout, Low Miles only 6k with large history file/records/ serviced. There. £14,800</p> <p>vehicles are gaining a lot of attention now.</p>	<p>1990 VAUXHALL ASTRA GTE CONVERTIBLE 2.0i V6</p>  <p>8k Purple in excellent condition throughout, Low mileage only 13k with full history/ records/ serviced. £12,750</p> <p>Getting rare now only 167 left in UK.</p>

Connoisseurs Cars, Barrington Road, Shepreth near Rayston, Hertfordshire SG8 6QE

www.connoisseursgroup.co.uk

Tel: 01314-933849 / 07815-530632 | E-Mail: connoisseurscars@gmail.com

Viewings are strictly by appointment only

Part exchange considered, Local/National delivery and international shipping arranged



UK SPORTS CARS

INDEPENDENT LOTUS & CATERHAM SPECIALISTS

www.uksportscars.com For everything Lotus & Caterham

<p>CATERHAM SEVEN 1700 SUPER SPYRC 1984 CLASSIC 86 SPHC 730RHP 1700RMS</p> 	<p>TVR GRIFTH 1000, 1800, 4100M MILES P.S.H. 5.0L 5 SPEED. £25,995</p> 	<p>PORSCHE 356 SUNROOF COUPE, 1962 1.1L D. 6X-FLYDREA CAR. £20,995</p> 
<p>BR 1 LOTUS CORTINA, 1984 RACE OR ROAD, FIA APPROVED, MOT AND VSC. £25,995</p> 	<p>LOTUS EUROPA TWIN-CAM 5 SPEED SPECIAL, 1976, LAST EUROPE. £20,995</p> 	<p>VR SPLIT SCREEN COUPE 1968, DISCOVERABLE POST, OTHER EXAMPLES IN STOCK</p> 
<p>RENAULT ALPINE 210 V6 PHASE 1, 1800 LOTUS/ DOLDRON NO.5 OF 7. £80,995</p> 	<p>LOTUS SEVEN 52, 1982 1500 COSWORTH FIVE-SPURGE, NUT AND BOLT PRESERVED. £24,995</p> 	<p>LOTUS EURO 3E, 1988 HAND-TOPT AND SOFT TOP. 57K MILES. £21,995</p> 

Please visit our website at www.uksportscars.com for thirty other carefully selected Lotus, Caterham, performance and classic vehicles. Should you be thinking of selling any of the above or similar please contact us for a no obligation discussion -

YOUR CAR WANTED

FULL PAINT SHOP & SERVICING FACILITIES
COMMISSION SALES UNDERTAKEN ON MOST BRITISH CLASSIC & SPORTSCARS
TEL: 01227 728190
Website: www.uksportscars.com E-Mail: sales@uksportscars.com



ROHDINS
Classic Car

*We perform Service & Renovations
of all types of classic cars.*



RENAULT V-1 20/30 HP, 2 Seater Roadster 1908
VIN: 12914 Engine no: 2032

The V-1 model was released in 1906 and is equipped with a 4 cylinder engine of 2998 cc lubricated with splash lubrication. The gearbox has four gears forward and one rear. Brakes on the rear wheels. Rigid shoulders with blade suspension front and rear. The car measures 430 cm and weighs 1410 kg. Top speed is closer to 100 km/h. All "shiny parts" are made of brass. The lamps are powered by acetylene gas. At this time Renault charged 16,500 French Francs for a chassis. The car has a "lovely patina" and works well. The engine starts very easily when you crank it up and normally it does not need to get a "drunk with ether" in the hope that it at each cylinder, nor choke even though there is such equipment. An absolutely wonderful car for a very reasonable price. Asking price: € 52680

Industigatan 4, 4563 Trollhättan, Sweden Tel: +46(0) 20 18800
anders@rohdinsclassiccars.se, www.rohdinsclassiccars.se

Follow us on

MARTYN MARROCCO CLASSIC CAR RESTORATION

MALTON, NORTH YORKSHIRE

FINE CLASSIC CARS FOR THE SERIOUS INVESTOR
SHOW QUALITY RESTORATION WORK CARRIED OUT
TO THE HIGHEST STANDARDS

MERCEDES 230CE (W123), 1982



Thistle Green Metallic with Parchment velour upholstery.
Air conditioning, alloy wheels, electric sunroof and
windows, centre arm rest, original Blaupunkt Melbourne
radio, original spare key and book pack, original pre-
delivery documents etc., full service history.
52,000 recorded miles. Super car throughout.

£24,950

Part exchange possible.

email:marrocco@hotmail.co.uk

Tel: 07957 503516

Classic Cars Advertise your car for FREE

IMPORTANT NOTICE

In order to comply with government guidelines designed to minimise risks posed by COVID-19, the Classic Cars team has moved to working from home so we are unable to accept Cars for Sale coupons sent into the office. We apologise for any inconvenience that this may cause.

Private advertisements are FREE. To have your classic car advertised in Classic Cars magazine you can still supply text and photographs by the following methods:



ONLINE

www.classiccarsforsale.co.uk
(unlimited text and photographs)



CALL

01733 979476



EMAIL

ccphotos@bauermedia.co.uk

Please photograph the whole car and send a jpg with make, model and price plus no more than 2000 characters of text including year, details about specification, condition and history, telephone number including STD code and county that the car is based in.



JAGUAR E-TYPE SERIES I 1960, 98,000 miles, lovely in beautiful condition, superb black metal roof, engine was completely rebuilt. Jaguar Heritage Certificate (JHR) authenticity. £158,000 Tel: 01763 311953

Your advert will appear in the next two issues, subject to availability. For your advert to appear in the magazine you must include a photograph.

Please enter the information so that Bauer Media Group (the publisher of Classic Cars) can keep you up to date by email, post phone and free mobile messaging with for specific offers and promotions. We promise that you can unsubscribe at any time and will only get messages about things that we've chosen especially for you from ourselves and our network of partner whose products and services we think you will enjoy for our privacy policy visit www.bauermedia.co.uk. Bauer Media Group consists of Bauer Consumer Media Ltd, Bauer Publishing and Bauer Publishing Ltd. Conditions of acceptance: Please inform us of any restrictions please call 01733 979476. Please email ccphotos@bauermedia.co.uk in the back page.

PLEASE DO NOT GIVE OUT ANY PAYMENT TO ANY PERSONS CALLING/EMAILING TO UPGRADE YOUR "VEHICLE FOR SALE" ADVERT - PLEASE CALL THE OFFICE ON 01733 979476 IF YOU HAVE ANY CONCERNS OR QUESTIONS

Viewing by
appointment only
6 days 9-9pm



WEST END

CLASSICS

ENTHUSIASTS FAMILY BUSINESS



Tel: (01487) 842085 Fax: (01487) 843142 www.westendclassics.co.uk E-MAIL keith@wec.co.uk



TRIUMPH ROADSTER 1800 1947. Finished in black with all new red leather upholstery. We supplied this car to last owner seven years ago and he has spent a considerable amount of time and money on improving and making the car an extremely reliable form of transport in areas often overlooked by other owners. Not content but a good honest example ready to get out there and enjoy. Please have a look at the website very soon as...

WWW.WESTENDCLASSICS.CO.UK OR TEL 01487 842085



BILEY BMS 1949 2.5 LITRE. A very nice well preserved example in maroon black and still retaining all its original brown leather upholstery. Subject to having had the body removed and replaced with a frame work on both sides all clearly visible from the underside. New horn, top and all chrome in line order. New clock headlight and indicator window lenses. Had all parts to a car that has been well loved. One of the last Coventry built and improved CCR supported by a superb company. Click more details and photos on the website to follow.

£19,995



MG 1400 1940 Convertible Old English with red upholstery. Now this is a nice car and looking at the history the owner to have spent most of his life in one area and one village. Light refurbishment over the years just to maintain the car in the order but never needed a full restoration and all better for it. The car, this MG and this is a cracking car to drive a real go anywhere car been well maintained by the right people and I'm sure the new owner will be as delighted with it as we are. More details photos on the website to follow.

£14,995



FORD ANGLIA 404A 1953. The classic all up and bag Ford Anglia. And yet in the Anglia so slightly upmarket with the tubular deck. Lovely deep gloss in the coach work and all the panels all straight and square showing careful ownership over the years. Original upholstery still in fine order, and the engine in this car just runs like a dream and quite. Starts on the button every time a cracking original example perfect for those 1940s events. More details photos on the website to follow.

£6,995



MG4 COUPE 1958. In stunning show room condition. Extensive body interior, mechanical work all done by specialist resulting in perfect good for UK. Car with a British Heritage Card. These fixed head coupes are just so pretty to look at with over a million good examples and in just has to be red of course. Not to be confused with average examples on offer many details and photos see our website www.westendclassics.co.uk or call 01487 842085

£29,995



TRIUMPH SUNBEAM 1932 1800 T2D with wireline. Enjoyed owned and well loved by a lady for the last 45 years. Work undertaken a few years ago included oil cooled conversion, high torque valve, alternator fitted, new brakes, reupholstered seats in (beige) stainless steel exhaust, new headlight re-drawn atmosphere and fueling indicators, always greased. Lovely deep lines in the Sunbeam make for the perfect regal style touring. More details photos on the website to follow.

£10,995

WANTED THE BEST EXAMPLES OF ALL CLASSIC CARS WE PAY MORE THAN MOST AND COLLECT UK and overseas delivery on all cars for sale if required

Classic Lifestyle

PARTS, ACCESSORIES & APPAREL FOR
THE CLASSIC MOTORING ENTHUSIAST.



HOLDEN
VINTAGE & CLASSIC

+44 (0)1885 488 488

WWW.HOLDEN.CO.UK

PRINTED BY THE BARBANT GROUP

THE WORLD'S LARGEST SINGLE MARQUE CLUB
JOIN TODAY!



**JOIN THE
MG OWNERS'
CLUB FOR AN
UNRIVALLED RANGE
OF EXCELLENT
BENEFITS**

- Full colour monthly magazine
- Free technical and purchase advice line
- Agreed value insurance schemes
- Quality spares and accessories
- Vast range of regalia, books and manuals
- Specialist mg repair & restoration workshop
- Exclusive discounted travel opportunities and much more ...

mgownersclub.co.uk

Octagon House, 1 Over Road, Swavesey, Cambridge CB24 4QZ

01954 231125



Ersatzteile für Mercedes-Benz Veteranen

Niemöller, we can do more than one model!!

Mercedes-Benz spare parts for all models from 1946 to 1985

www.niemoeller.de

www.gummiprofile-oldtimer.de



Niemöller, Ersatzteile für MB Veteranen e.K.

Markircher Straße 6

D-68229 Mannheim

niemoellerclassparts Niemöller



Telefon: +49 621 472046

Telefax: +49 621 481151

E-Mail: info@niemoeller.de

Clark & Carter Restorations Ltd

SPECIALISTS IN ROLLS-ROYCE, BENTLEY & PORSCHE



ELEGANCE & POISE

1954
PERSONIFIED

1954 Bentley R-Type Continental Fast Back fully restored
by Clark & Carter.

Clark & Carter Restorations Ltd. is a family run business who use both modern and traditional methods to restore and maintain classic and vintage cars with the utmost care and to the highest quality.

SALES • RESTORATION AND REPAIRS • SERVICE • PARTS • TRIM

WWW.CLARKANDCARTER.CO.UK

Sharnbrook Workshops, Church Road, Craxing, Braine, Essex, CM07 8PH
Telephone: 01376 584 392 • email: info@clarkandcarter.com



CORGI
www.corgi.co.uk

Vanguards

LITTLE MISS PEPPER



VA14000

VOLKSWAGEN CAMPER TYPE 2 'BAY'
MARINO YELLOW AND PASTEL WHITE

AVAILABLE NOW!



To find out more about Vanguards and indeed the entire Corgi collection,
contact our Sales Office now on **01843 233525/sales@harnby.com**



ESM MORRIS MINORS



ESM—Partners with & distributors for
Morris Minor Centre (Bath) Ltd

Tel Parts 01580 200203
Workshop 01580 200062



**The Best Morris Minor
Panels available -**

We are the only manufacturer of LMC Hadrian and Original Henschel
Toolbox panels manufactured in Great Britain. These panels fit! They are
pressed using the highest quality steel and are the correct gauge.
Discount available for online ordering.



Morris Minor Centre (Bath) Ltd

Manufacturer of high quality Morris Minor Parts -
More info at www.mmc-bath.co.uk
Original and the best. Minor catalogue available - now
with commercials section and with downloadable PDFs

**MR GRUMPY'S
Disc Brake Kit**
The best - basic kit available
for the Morris Minor!

Marina based with new steel
hubs and calipers.

£466.80 inc VAT



WWW.MORRISMINORS.COM

ESM Old Factory Buildings, Rattenhurst Road, Stonegate, E. Sussex TN15 7DU



KEY GARAGEVAC POINTS

- 1 Class leading cleaning performance
- 2 Strong, adjustable length aluminium wand with wall dig
- 3 40' / 12m stretch hose coils down to 8' / 2.4m
- 4 Extra tough polypropylene body and reel holder
- 5 7 specialist tools, including vortex pile brush for dashboard/cupboard



Scan me

INSTANT CLEANING POWER

Twice the suction power of a domestic vacuum and 15 times that
of a rechargeable, so whether it's a quick once-over or a complete
deep down vac! Garagevac has the power to perform.

Instant access. 'Grab n' Go' stretch hose so you can
forget unrolling that extension lead and dragging
the household vacuum out onto the drive!

www.garagevac.co.uk

**Garage
vac**

**SAVE £2
ON YOUR
TICKETS***

USE CODE
CLASSICCARS
WHEN YOU BOOK
ONLINE

NECRESTORATIONSHOW.COM



**practical
CLASSICS**
**CLASSIC CAR
& RESTORATION SHOW**

With  **discovery+**

BOOK YOUR TICKETS

Planning and booking your visit in advance will save you £££'s
Book your tickets now and get them at the 2020 event prices
– use code **CLASSICCARS** when booking online

Scan the QR code or visit necrestorationshow.com/dm



SCAN ME

 @NECRestorationShow

 @NECRestoShow

 @NECRestorationShow

#NECRestoShow

SPRING'S BEST CLASSIC CAR SHOW

18-20 MARCH 2022 • NEC, BIRMINGHAM



*Discount code valid for tickets bought online before midnight on Thursday 17 March 2022. When the code is entered on the online ticket booking form the page will reload to show the discounted rates.

RESTORE

Carole Nash Barn Find

The UK's biggest Barn Find display with vehicles in various states of rust, with a unique beauty of their own.

The Workshop

Watch experts in action as they cover topics from panel making and lead loading to paint polishing and tools.

Practical Classics Restorer of the Year

This competition celebrates the owners who have gone above and beyond to restore their classic car. It's now up to you to decide the Restorer of the Year.



ADMIRE

Classic Car Displays

Admire over 1,000+ stunning classic cars, from barn finds to concourse-quality on display.

Car Clubs

The clubs are at the heart of the show. Representing a broad range of marques and models, you can be sure to find your favourite.

Lancaster Insurance Pride of Ownership

Celebrate the classic cars and the restoration journey that they have been on with their owners at this fantastic display.

**BOOK
TICKETS**
USE CODE
CLASSICCARS

EXPERIENCE

Sporting Bears Dream Rides

Take your Dream Ride in one of Sporting Bears spectacular classic cars and help raise money for vital children's charities.

Classic World Live Stage

This brand new feature incorporates four interactive areas including: Barn Finds Revisited, Work in Progress, PC Staff Car Sagas and the Live Stage.

Federation Skills Zone

Come and discover new skills and turn your hand at specialist tasks at the practical workshop sessions.

SHOP

Car Dealers & Traders

Get a great deal from one of our exhibitors or talk to the traders to find the solution to your needs.

Autojumble

Visit the autojumble and discover every car part, accessory and tool that you could think of.

Classic Car Auctions

Classic Car Auctions holds its biggest sale at the show every year so don't miss the latest staggering line up.



Official Show Partners

**practical
CLASSICS**

**LANCASTER
INSURANCE**

**CCA
CLASSIC CAR AUCTIONS**

**CN
CAROLE NASH
The car it deserves**

Detailing Partner

Meguiar's

Lubricants Partner

MOTUL

In association with

**CLASSIC
CAR
WEEKLY**

Classic Cars

discovery+

ROGUE



However you use your car
we are here to help.
From full restorations to pre rally
preparation, service and parts



Specialists in Pre and Post-war cars



Manufacture and Supply of New Spare Parts
for Rolls-Royce and Vintage Motor Vehicles

01386 700987 info@ajglew.co.uk www.ajglew.co.uk



SOME DATES STILL AVAILABLE IN 2022 (inc. weekends)
BOOKINGS NOW BEING TAKEN FOR 2023

**Let us take the strain and ease
the pain.** FREE tour planning service for
every visiting car club. Routes, tour notes,
rally plates, lunch stops and much more
all arranged to your specific requirements.

"The
ultimate classic
friendly inn"
Dorothy Hopkins
PC Magazine

THE FAT LAMB COUNTRY INN
GROUP RATES AVAILABLE FOR ALL CAR CLUBS
from £75.00 pp/night for dinner, bed and breakfast

Ravenstonedale, Cumbria. CA17 4LL
e-mail: enquiries@fatlamb.co.uk tel: 015396 23242

www.fatlamb.co.uk



**KEEP
CALM**
AND
CONTACT US

Need British car parts?

We will help you get back on track with a complete stock of British car parts in Europe, over 60,000 items available, help from our experts, a new online shop and fast delivery. We have over 40 years experience in the distribution of parts. Parts are delivered to your home.

AUSTIN HEALEY - MINI - JAGUAR - MG - TRIUMPH - LAND ROVER - MORRIS MINOR



Quality Parts & Service

Anglo Parts nv
Zandvoortstraat 53, 2800 Mechelen, BE
T: +32 (0)15 34 25 55
www.angloparts.com

Classic Car Insurance

Featured Insurer: ClassicLine Insurance

At ClassicLine our premiums start from as little as £78.00 for 12 months cover. This price includes UK & European Breakdown cover and Motor Legal Expenses. Don't pay more for your insurance than you have to. Contact us today and speak directly to our friendly team of classic car insurance specialists. Choose from our range of limited mileage policies and get rewarded with a discount - why pay for miles you don't drive! We'll also make sure your classic is insured at it's true value - our valuation process is free and simple. At ClassicLine we'll make certain that you have the right level of cover for your vehicle whilst it is laid up or being restored and in the event of an accident you'll have the right to choose your own specialist repairer. For those with more than 3 cars within the family, including one classic, why not see how you can save money and time with a multi vehicle policy from ClassicLine Insurance.

Call for an immediate quote **01455 639 000** www.classiclineinsurance.co.uk

classicline*
INSURANCE

Footman James

tel: 0333 207 6023

w: www.footmanjames.co.uk

Price:

Excess:

Monthly Payment:

Ref No.:



Adrian Flux

tel: 0800 085 5000

w: www.adrianflux.co.uk

Price:

Excess:

Monthly Payment:

Ref No.:

ADRIAN FLUX

RH Specialist Vehicle Insurance

tel: 0333 043 3911

w: www.rhclassicinsurance.co.uk

Price:

Excess:

Monthly Payment:

Ref No.:



Lancaster Insurance

tel: 01480 400 795

w: www.lancasterinsurance.co.uk

Price:

Excess:

Monthly Payment:

Ref No.:



ClassicLine Insurance

tel: 01455 639000

w: www.classiclineinsurance.co.uk

Price:

Excess:

Monthly Payment:

Ref No.:



Peter James Insurance

tel: 0121 506 6040

w: peterjamesinsurance.co.uk

Price:

Excess:

Monthly Payment:

Ref No.:



Hagerty Insurance

tel: 0333 323 1383

w: www.hagertyinsurance.co.uk

Price:

Excess:

Monthly Payment:

Ref No.:



Company Name

tel:

w:

Price:

Excess:

Monthly Payment:

Ref No.:

Company Name

tel:

w:

Price:

Excess:

Monthly Payment:

Ref No.:

Company Name

tel:

w:

Price:

Excess:

Monthly Payment:

Ref No.:

PART OF THE FAMILY

We arrange specialist car insurance
for your pride and joy



Sharing your passion for over 35 years

01480 400 870



September 2021



Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority





**Footman
James**
Private Client

One policy, one document, and one renewal date.

Combine your classic and modern insurance with Flex from FJ.



Call our friendly UK team for a quote:

0333 207 6153

footmanjames.co.uk



**Investor in
Customers[®]**
Gold 2021



All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Towergate Underwriting Groups Limited. Registered in England No. 4043759 Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD Authorised and regulated by the Financial Conduct Authority. FP: ADGE.2246.07.21

WE'VE GOT YOU COVERED



Whether your car is on the road or laid-up, Adrian Flux can tailor a car insurance policy to suit you.

Our classic car insurance policy benefits can include:

- ✓ Limited mileage discounts
- ✓ Agreed value
- ✓ Club member discounts
- + Plus much more

Call our UK team on 0800 085 5000

45
YEARS OF
EXCELLENCE

adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority
Trustpilot rating checked on 26th Oct 2021

ADRIAN FLUX
Insurance for the individual



Chrome browser

Sometimes the best way to connect is to disconnect. And what better way to disconnect than getting behind the wheel?

At Hagerty, everything we do - insurance, car values, entertainment - is focused on making it easier for you to enjoy buying, owning, driving and dreaming about the cars you love. Call our team of knowledgeable enthusiasts for exceptional service, fully comprehensive insurance options and more.

INSURANCE CAR VALUES ENTERTAINMENT

HAGERTY Let's Drive Together

0333 200 5137 | [Hagerty.co.uk](https://www.hagerty.co.uk)

Rated **Excellent** on  Trustpilot

Hagerty International Limited is authorised and regulated by the Financial Conduct Authority (FCA Firm Reference Number 441417)

Classic car insurance by

classicline*

Built around classics.

Cover includes UK & EU Breakdown and Motor Legal Expenses

Policy Benefits: Club Membership Discounts | Track Day Cover | All Modifications Considered

Policy Options: Agreed Value | Laid Up Cover | Multi Vehicle Policies

01455 639 000

www.classiclineinsurance.co.uk

classicline*
INSURANCE

Authorised and regulated by the FCA

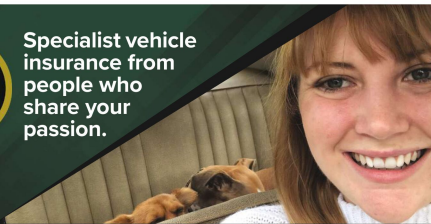


Specialist vehicle
insurance from
people who
share your
passion.

“

Alex
Lowe

*RH always
treats me
like a VIP!*



*From iconic models to future classics – we've been providing specialist vehicle insurance for **over 40 years.***

0330 912 0052 rhspecialistinsurance.co.uk

RH is a trading style of A-Plan Holdings. A-Plan Holdings has granted a licence to IQUW Syndicate Services Limited to use the brand name, RH, subject to the terms of the licence. The insurer on all RH policies is Syndicate 218 at Lloyd's, which is managed by IQUW Syndicate Management Limited. IQUW Syndicate Services Limited is an Appointed Representative of IQUW Syndicate Management Limited, which is authorised by the Prudential Regulation Authority and regulated by the Prudential Regulation Authority and Financial Conduct Authority. A-Plan is authorised and regulated by the Financial Conduct Authority. Registered Office: 2 Des Roches Square, Witney OX28 4LE. Registered in England. Registration Number 750484.

ACCESSORIES

Prestige

Autotrim Products
World Wide Mail Order

Premium Quality Soft Tops & Interior Trim For The Discerning Enthusiast

Website: www.PrestigeAutotrim.com | Email: sales@prestigeautotrim.comPremium Interior Trim
Panels - Seat Covers - Carpets

Deals Available!
Visit our website for more information

- New Laser-Cut Door & Trim Panels
- Computer-Cut Seat Covers
- Computer-Cut Interior Carpet Set
- Full Leather Upgrades Available
- Choice of Premium Carpet Materials
- Bespoke Colour Combinations

Available for a large range of models.

www.PrestigeAutotrim.comFactory Quality Soft Tops
Large Choice of Marques & ModelsTonneau & Hood Covers
Wide range of available colours

CABRIO SHIELD™

A Tailored Solution To Soft Top Protection™

Protect & Preserve Your Soft Top & Windows From:

- Leakages & wear damage
- Opportunistic theft of contents
- Tree sap, sun damage, dirt build up etc

Consented Attachment - No Need For Straps
Secures From Wind & Theft



Prestige Autotrim Products Ltd, Oak Tree Place, Expressway Business Park, Birkenhead, CH42 1NS, England

BRAKES

Autotec Engineering & Parts Ltd
Autotec Engineering & Parts Ltd
Barnsley Road, C20, Barnsley
Tel: 0119 254 4444
www.autotec.co.uk

AUTOMEC

Brake, drum & foot lines

Ready Made Copper & Copper Nickel Brake Pipe Sets
Easily fitted. Will not rust. Fast delivery.

DOTS Silicone Brake Fluid

Eliminates brake system wear. Never needs changing.

Order online for
30% discount
Code C2C20

Other products include:
Brake & Clutch Hoses
Copper & Copper Nickel Cable
Flaring & Bending Tools
Bosch & Lucas
ABS Conversion

Chat with us at

www.autotec.co.uk

BRAKES

LOCKHEED & GIRLING

BRAKE & CLUTCH HYDRAULIC CYLINDERS

FOR BRITISH VEHICLES 1935-1980

MASTER CYLINDERS, WHEEL CYLINDERS, CALIPERS, CLUTCH SLAVES, FLEXIBLE HOSES, PADS, KITS Etc.

WORLDWIDE MAIL ORDER

POWERTRACK Ltd

Tel/fax: 01344 886522 www.powertrackbrakes.co.uk

CAR HOODS

DON HOODS

UNBEATABLE QUALITY
UNBEATABLE VALUE!

DIRECT FROM THE MAKERS -
WITH OVER 40 YEARS EXPERIENCE

Choice of heavy duty PVC, ICI Vyndie, Everflex, Duck and Mohair

- BETTER THAN ORIGINAL EQUIPMENT QUALITY
 - STITCHED AND WELDED FOR MAXIMUM LIFE
 - WIDEST CHOICE OF COLOURS AVAILABLE
 - ALL FASTENERS & FITTINGS INCLUDED
- 24 hour express service available - worldwide order service

FOR LEAFLET AND PRICE LIST
CONTACT

Don Trimming Co. Ltd.
Hampton Road, Birmingham B23 7JJ
Tel: 0121 373 1313

SOUTHERN SALES OFFICE
Tel: 01202 742200



CARPET SETS FOR MOST MODELS

CLASSIC FUEL SYSTEMS

CFS

Classic Fuel Systems

50 Sales, Stranburg, Zentis, Weber

Specialists in reconditioning all British,
European and American Carburettor
to the highest standards.

All pre-war & post-war classics catered for

FUEL PUMPS, KITS - SPECIALIST IN MANUFACTURE OF RARE PARTS

Tel: 01274 684143 or 07811 410481

www.classicfuelsystems.co.ukEmail: info@classicfuelsystems.co.uk

BUILDINGS



monarchoak

- Garages • Garden Rooms • Complexes
- Gazebos • Pergolas

01323 765410

quality in its finest form

www.monarchoak.co.uk

Over
50
years'
experience
in oak
framed
buildings



BUILDINGS

CrownOak

Buildings Ltd.

Gabriels Farm, Marsh
Green, Edenbridge,
Kent, TN8 5PP



Design your garage on our website to get an instant price

W: crown oakbuildings.co.ukE: info@crown oakbuildings.co.uk

T: 01732 866910

BUILDINGS

The finest of British Country Outbuildings

"The Garage was perfect for our situation. Help and advice was given all along the way. It was delivered on time and erected perfectly by your excellent team"
Mr T. Cambridgeshire

Oak fronted Carriage Houses, Open Barns,
Free standing Timber Garages

www.passmores.co.uk

Rochester, Kent ME2 4DR Telephone: 01634 290033

Passmores Est.1909, Kent's best manufacturer, FSC certified, erecting service, tiling service drawing service available, nationwide delivery, large showground, full colour brochure.



BUILDINGS

TIMBER GARDEN BUILDINGS



**TIMBER
GARAGES**

**GARDEN
OFFICES**

**WORK
ROOMS**



WARWICK BUILDINGS
NIGHTINGALE LANE, LONG ITCHINGTON
SOUTHAM CV47 9QL
01926 815757

www.warwickbuildings.co.uk

BUILDINGS

Quality
by
Design



Commercial, domestic, listed and heritage,
special projects in solid timber, aluminium,
brass and glass.

0151 280 6626 info@rundum.co.uk
rundum.co.uk



CAR DRYERS

RUST & STREAK FREE BLASTER CAR DRYER



USA MADE
240v



Keep your classic rust & streak free with the Blaster Car Dryer. 4 models to choose from with a large range of accessories. Find this and more great products including waxes, polishes & microfibre on our website. **IMPORTING SINCE 2000**

WATCH PRODUCT VIDEOS ON CARDRYERS.CO.UK

For great service at web prices ring: **020 8445 6811**

WWW.CARBIKEDRYERS.CO.UK

CLUBS



The Reliant Sabre and Scimitar Owners' Club (RSSOC) is for owners and enthusiasts of Reliant and Middlebridge Sports Cars.

If you are interested in or own any Sabre or Scimitar then the RSSOC can provide information that will help you with the running, maintenance and preservation of these fine British classic motor cars

We publish our magazine **Slice** 6 times a year.

See: <http://www.scimitarweb.co.uk/> for more information about the Club, the cars, offers and services available.
email: club.secretary@rssoc.co.uk
tel: 0118 954 0725

ELECTRO PLATING



DerbyPlating

The Quality Service for the Discerning Enthusiast

**Specialist Electroplaters,
Polishers and Metal Finishers**

Derby Plating Services Ltd | 148 Abbey
Street | Derby | DE22 3SS
t/f. +44 (0) 1332 382408

e. info@derbyplating.co.uk w. www.derbyplating.co.uk

LIFTS

MECH-MATE MOTORPITS

Maintenance Free



01524 737095 - Mobile: 07707 247 007
info@mech-mate.com
www.mech-mate.com

LIFTS

CJ AUTOS LTD
MISSION STREET, HEYWOOD, LANCES OL10 5HY

01706
620082

www.cjautosheywood.co.uk

Email: info@cjautosheywood.co.uk

CL01
1.5 TON



CL01 2 TON



CR06XHD



CT06B

AUTOVIP
CT04



GT56



BASIC
CAR
ROLLER
WITH
LIFTING
DEVICE



TRANSMISSION
JACK BUDDY
GT06D-2



LIGHTING

CLASSIC DYNAMO & REGULATOR
CONVERSIONS

Tel: 01522 703422

www.dynamosregulatorconversions.com • info@dynamosregulatorconversions.com

PARTS & RESTORATION

classic-spares.com

01723 361 227

Rushy Ditch Works, Bessingford Street, Northburgh MK2 4E



PARTS & RESTORATION

Your classic, just safer
(and more fun)

Improve your driving performance with the best quality engineered brake calipers and suspension. Designed, tested and manufactured in the UK.

bcc-parts.com

+44 (0)1209 202 820

Save 10% Code CJ10



PARTS & RESTORATION

BOWRON CLASSIC CARS



Vehicle Storage

- Car & light commercial vehicle storage on Herts/Bucks border near M25

- Dry buildings with good security & good access

- Power available for battery conditioners

- Classic Car restoration

bowronclassiccars@gmail.com 01442 834634

PARTS & RESTORATION

Classic Car Restorations



- Over 40 years practical experience
- Family-run company
- Nationwide collection
- Warranty on work carried out
- Call us for a free estimate & advice

Pool Lane Station Yard, Kirk Hammerton,
Classics York, YO26 8DN

01423 330591 www.poolaneclassics.com

info@poolaneclassics.com

PORSCHE SPECIALISTS

Lakewell.com
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993

THIR PARTS & RESTORATION TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS
KLEIN HEIDESTRAAT 71
B - 3370 BOUTERSEM

WEB: WWW.LAKEWELL.COM
EMAIL: INFO@LAKEWELL.COM
PHONE: +32 (0) 475 53 56 22

RESTORATION

A&S
ENGINEERING

Rolls-Royce and Bentley
Motor Car Specialists in
Pre and post war car Mechanicals -
Restorations - Servicing

Tel: 01420 541257
Fax: 01420 542122



Unit 1, Weyside Park, Newman Lane, Alton, Hants GU34 2PJ



PARTS & RESTORATION



SteeringWheelRestoration.com

Restore steering wheels,
vintage to modern, including
Rolls-Royce, Bentley & Jaguar

tel: +44 (0)1843 844962 Mobile 07795 182 563
myrtleprod@aol.com

SERVICING

CFS

 Classic Fuel Systems

31 Solex, Stromberg, Zenith, Weber Specialists in reconditioning all British, European and American Carburettor to the highest standards.

All pre-war & post-war classics catered for
FUEL PUMPS, KITS - SPECIALIST IN MANUFACTURE OF RARE PARTS
Tel: 01274 684143 or 07811 410481
www.classicfuelsystems.co.uk
Email: info@classicfuelsystems.co.uk

SERVICING



AES

 AUTO ELECTRIC SUPPLIES LTD

ELECTRICAL PRODUCTS FOR MODERN, CLASSIC
& VINTAGE VEHICLES



www.autoelectricsupplies.co.uk

T: 01584 819552

Call for a copy
of our new 240
page catalogue

STORAGE



Sales • Service • Restoration • Trim • Storage



Classic Car Storage & Maintenance
We now offer secure indoor storage for classic and modern cars. Our purpose-built enclosed transporters can collect your vehicle. Whilst in our care, we can arrange various maintenance packages. We offer competitive rates, so please contact us for more information on storage or any of the other services we offer.

www.classicandportscar.ltd.uk

01944 758000 sales@classicandportscar.ltd.uk West Kington, Malton, YO17 8JH

STORAGE

Car Storage Scotland

your car... our passion

- Secure discreet location
- Collection & delivery
- Fully enclosed transport
- Routine maintenance
- International shipping
- Caravan sales agents



Tel: 0131 863 9020

info@carstoragescotland.co.uk



www.carstoragescotland.co.uk

STORAGE

01580 753939



www.jarcarstorage.co.uk



2 SUPERB CAR STORAGE SITES - TUNBRIDGE WELLS (SUSSEX / KENT BORDER) & ASHFORD (KENT)



NEW - JAR ASHFORD. A STUNNING, PURPOSE DESIGNED CAR STORAGE FACILITY
2 MILES M20 / 38 MINS LONDON ST PANCRAS / 15 MINS EUROTUNNEL
ENCLOSED CAR TRANSPORT UK/EUROPE

STORAGE

A comprehensive and secure storage solution for classic, sports and supercars.



www.hiltoncarstorage.co.uk

01279 710 870

STORAGE

Elite Auto Storage

Specialists in cherished vehicle storage and transportation

- From priceless classics to family saloons • Maintenance and exercise programs
- UK wide covered transportation
- Long and short term storage • Discreet and secure

Phone: 07703 295282 Email: info@autostorage.co.uk www.autostorage.co.uk
PO Box 85, Great Sampford, Saffron Walden, Essex, CB10 2FX, England

STORAGE

Millfield Car Storage
of East Grinstead

Tel: 01342 300493
Mobile: 0777 358 2202
Email: info@millfieldcarstorage.co.uk
www.millfieldcarstorage.co.uk

- ★ Climate Controlled Storage
- ★ Fully Secure Alarmed Unit
- ★ Collection & Delivery Options
- ★ 15 Minutes from Gatwick

TOURS

GREAT ESCAPES FOR DISCERNING DRIVERS

CLASSIC TRAVELLING

Accompanied Small Group Tours & Independent Self-Guided Driving Holidays

2022 TOURS

- 23-29 APRIL: CORNWALL
- 6-13 MAY: TOUR TO MONACO HISTORIQUE
- 24-27 JUNE: PEMBROKESHIRE
- 27 JUNE-1 JULY: WELSH BORDERS & BRECON
- 4-8 SEPT: BATH & SOMERSET TOUR
- 9-12 SEPT: 20-GHOST CLUB PEAK DISTRICT
- 22 SEPT-OCT: ITALIAN LAKES & SWISS ALPS

CLASSICTRAVELLING.COM

TOURS

CLASSIC TRAVELLING

BESPOKE FITTED LUGGAGE FOR CLASSIC & SPORTS CARS

WWW.CLASSICTRAVELLINGLUGGAGE.COM

TRANSPORTATION

Sterling MOTOR TRANSPORT
Tel/Fax: 01708 471600

Sterling Motor Transport offers a fully enclosed, single vehicle transportation service, specialising in the safe, secure and discreet movement of Prestige, Classic, Vintage and Sports Cars throughout the UK and Europe.

info@sterlingmotortransport.co.uk

WANTED

WANTED TR2/3/4/5/6 Vitesse Herald and GT6 from Restoration to Mint

Excellent Prices Paid. Cash or Cheque on collection. Fast Reliable Service, Instant Decision, Any Distance.

Call Gary Bates, TRGB Ltd., 07801 631632
www.TRGB.co.uk

WELDING

MOBILE WELDING SERVICES

Classic & Sports Car Welding Specialists
RESTORING CLASSIC CARS NATIONWIDE - SINCE 2005

Mobile: 07740 582 910
www.mobileweldingservices.org

Mobile: 01299 266 572
enquiries@mobileweldingservices.org

[40 years ago today]
Looking back without hindsight



'The DeLorean is far less limited than the Porsche 911'

DeLorean was always controversial, but what did CAR actually make of the DMC-12?

Few cars' reputations precede them so vehemently as the DeLorean DMC-12's. Bound up in scandal and heresy, it's hard to get an accurate picture of how the car was received as a driving machine as opposed to a saga. It seems that most road tests have taken place decades after its launch and the general theme is one of a good-looking but disastrous lemon.

CAR's Jeff Daniels was one of a few journalists to actually road-test a DMC-12 in period, in the April 1982 issue. He spotted its rear-engined, six-cylinder coupé form and estimating its European-market price (which had yet to be announced), compared it to the Porsche 911.

Perhaps unexpectedly, Daniels was impressed with the DMC-12. He felt the car's reclined driving position was 'logical and well-spaced' and its 'short and crisp' gearchange movements reassuring.

The more Daniels drove the DeLorean, the more he warmed to it. 'This is presumably a function of Lotus' hand in chassis development,' he said noting the unassisted steering's 'consistent feel. With well under three turns of the wheel between locks, the DeLorean feels quick to respond in proper European fashion.'

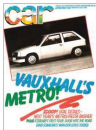
Initial impressions dealt with, Daniels turned back to his Porsche comparison. While acknowledging that the 911SC was

two seconds quicker to 60mph than an automatic US-market DMC-12, he noted, 'Euro-spec DeLoreans will pull a 3.89 final drive instead of the more relaxed 3.44 ratio used in the USA.' Even so, a top speed in excess of 130mph was estimated.

But it was the car's handling that really impressed Daniels.

'Informed drivers continue to treat the 911 with a lot of respect and adopt a slow-in, fast-out approach to cornering,' he stated. 'The DeLorean is far less limited than the Porsche. It can be thrown into a corner, the driver can lift off, the car will edge sideways and yet not spin (as the Porsche so often does) if the accelerator is opened again suddenly. Absolute cornering power is higher and easier to approach closely since there is less risk of disastrous loss of control.'

Again, Lotus was credited. The DMC-12's centre of gravity is lower than the 911SC's, the contact patches of its tyres larger, its brakes less fade-prone, its long-distance comfort markedly superior. 'From the driver's point of view there is a lot in its favour,' Daniels concluded, pointing out that a twin-turbo prototype was under development to address straight-line performance concerns. 'It has been engineered in Europe, it is built in Europe - and on the road, it feels like it,' Daniels signed off. Even to this day, that's not the conclusion you expect to be drawn about the DMC-12. Few would call it a driver's car nowadays but then, even fewer have actually driven one...



A SELECTION OF OUR CURRENT STOCK:



1960 ASTON MARTIN DB4 SERIES II

£499,950

Built and delivered new in June 1960, finished in Sea Green with Black hide, this outstanding DB4 Series II, is a great tribute to the care and attention, extended by its previous owners, in maintaining and preserving this exceptional example.

Body-off restored and engine overhauled in the late 1980's by highly regarded specialists and continuously maintained thereafter. A substantial number of receipts and invoices contained in this car's history file, attest to the care and maintenance carried out by its successive owners.

Subsequently, DB4/355/R, has recently been subjected to a bare metal re-paint in its original colour and the interior completely re-trimmed with Connolly Vaumol Tan hides. Highly original and with matching numbers, this exceptional car has been regularly serviced and maintained by our ourselves for some years and when not being driven, stored in a climate-controlled environment.

A delight to drive, beautifully finished in period colour and with an extensive history file, this exceptional DB4 is available now, for inspection at our Hertfordshire showrooms.



1988 Aston Martin V8 Vantage Volante X-Pack
 £345,000



1960 Aston Martin DB4 GT EPOA



1979 Aston Martin V8 Manual £199,950



1963 Aston Martin DB4 Vantage GT £895,000



1984 Aston Martin V8 Volante £225,000



1996 Aston Martin Vantage V550 £175,000

Sign up for our monthly newsletter at www.nicholasmee.co.uk/about-us/fullbore-e-magazine/



Nicholas Mee & Co Ltd, Essendonbury Farm, Hatfield Park Estate, Hertfordshire, AL9 6AF
 0208 741 8822 info@nicholasmee.co.uk nicholasmee.co.uk

CAR SALES & PURCHASES, SERVICING & MAINTENANCE, RESTORATION, PARTS & MERCHANDISE, TRIM & UPHOLSTERY, TRANSPORTATION & STORAGE



PART OF THE FAMILY

We arrange specialist car insurance
for your pride and joy



Sharing your passion for over 35 years

01480 400 795



Trustpilot



September 2021

Lancaster Insurance Services is a trading name of Insurance Factory Limited who are authorised and regulated by the Financial Conduct Authority



Headline Sponsor

Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

in partnership with
HAGERTY
CLASSIC CAR INSURANCE

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, score auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE

Concours/Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good price for a concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small; you'll get a fine example for this money

Good
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car. In need of much care and expense, even though you still run and drive

NEED TO SEE PRICES EVERY MONTH?
Our price guide is in every issue of our digital edition (subscribe on p.52)

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
1940s						
1940s 700	25-45	10,000	8,000	4,000	100	10%
1940s 800	25-45	10,000	8,000	4,000	100	10%
1940s 900	25-45	10,000	8,000	4,000	100	10%

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
1950s						
1950s 100	25-45	10,000	8,000	4,000	100	10%
1950s 150	25-45	10,000	8,000	4,000	100	10%
1950s 200	25-45	10,000	8,000	4,000	100	10%
1950s 250	25-45	10,000	8,000	4,000	100	10%
1950s 300	25-45	10,000	8,000	4,000	100	10%
1950s 350	25-45	10,000	8,000	4,000	100	10%
1950s 400	25-45	10,000	8,000	4,000	100	10%
1950s 450	25-45	10,000	8,000	4,000	100	10%
1950s 500	25-45	10,000	8,000	4,000	100	10%
1950s 550	25-45	10,000	8,000	4,000	100	10%
1950s 600	25-45	10,000	8,000	4,000	100	10%
1950s 650	25-45	10,000	8,000	4,000	100	10%
1950s 700	25-45	10,000	8,000	4,000	100	10%
1950s 750	25-45	10,000	8,000	4,000	100	10%
1950s 800	25-45	10,000	8,000	4,000	100	10%
1950s 850	25-45	10,000	8,000	4,000	100	10%
1950s 900	25-45	10,000	8,000	4,000	100	10%
1950s 950	25-45	10,000	8,000	4,000	100	10%

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
1960s						
1960s 100	25-45	10,000	8,000	4,000	100	10%
1960s 150	25-45	10,000	8,000	4,000	100	10%
1960s 200	25-45	10,000	8,000	4,000	100	10%
1960s 250	25-45	10,000	8,000	4,000	100	10%
1960s 300	25-45	10,000	8,000	4,000	100	10%
1960s 350	25-45	10,000	8,000	4,000	100	10%
1960s 400	25-45	10,000	8,000	4,000	100	10%
1960s 450	25-45	10,000	8,000	4,000	100	10%
1960s 500	25-45	10,000	8,000	4,000	100	10%
1960s 550	25-45	10,000	8,000	4,000	100	10%
1960s 600	25-45	10,000	8,000	4,000	100	10%
1960s 650	25-45	10,000	8,000	4,000	100	10%
1960s 700	25-45	10,000	8,000	4,000	100	10%
1960s 750	25-45	10,000	8,000	4,000	100	10%
1960s 800	25-45	10,000	8,000	4,000	100	10%
1960s 850	25-45	10,000	8,000	4,000	100	10%
1960s 900	25-45	10,000	8,000	4,000	100	10%
1960s 950	25-45	10,000	8,000	4,000	100	10%

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
1970s						
1970s 100	25-45	10,000	8,000	4,000	100	10%
1970s 150	25-45	10,000	8,000	4,000	100	10%
1970s 200	25-45	10,000	8,000	4,000	100	10%
1970s 250	25-45	10,000	8,000	4,000	100	10%
1970s 300	25-45	10,000	8,000	4,000	100	10%
1970s 350	25-45	10,000	8,000	4,000	100	10%
1970s 400	25-45	10,000	8,000	4,000	100	10%
1970s 450	25-45	10,000	8,000	4,000	100	10%
1970s 500	25-45	10,000	8,000	4,000	100	10%
1970s 550	25-45	10,000	8,000	4,000	100	10%
1970s 600	25-45	10,000	8,000	4,000	100	10%
1970s 650	25-45	10,000	8,000	4,000	100	10%
1970s 700	25-45	10,000	8,000	4,000	100	10%
1970s 750	25-45	10,000	8,000	4,000	100	10%
1970s 800	25-45	10,000	8,000	4,000	100	10%
1970s 850	25-45	10,000	8,000	4,000	100	10%
1970s 900	25-45	10,000	8,000	4,000	100	10%
1970s 950	25-45	10,000	8,000	4,000	100	10%

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
1980s						
1980s 100	25-45	10,000	8,000	4,000	100	10%
1980s 150	25-45	10,000	8,000	4,000	100	10%
1980s 200	25-45	10,000	8,000	4,000	100	10%
1980s 250	25-45	10,000	8,000	4,000	100	10%
1980s 300	25-45	10,000	8,000	4,000	100	10%
1980s 350	25-45	10,000	8,000	4,000	100	10%
1980s 400	25-45	10,000	8,000	4,000	100	10%
1980s 450	25-45	10,000	8,000	4,000	100	10%
1980s 500	25-45	10,000	8,000	4,000	100	10%
1980s 550	25-45	10,000	8,000	4,000	100	10%
1980s 600	25-45	10,000	8,000	4,000	100	10%
1980s 650	25-45	10,000	8,000	4,000	100	10%
1980s 700	25-45	10,000	8,000	4,000	100	10%
1980s 750	25-45	10,000	8,000	4,000	100	10%
1980s 800	25-45	10,000	8,000	4,000	100	10%
1980s 850	25-45	10,000	8,000	4,000	100	10%
1980s 900	25-45	10,000	8,000	4,000	100	10%
1980s 950	25-45	10,000	8,000	4,000	100	10%

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
1990s						
1990s 100	25-45	10,000	8,000	4,000	100	10%
1990s 150	25-45	10,000	8,000	4,000	100	10%
1990s 200	25-45	10,000	8,000	4,000	100	10%
1990s 250	25-45	10,000	8,000	4,000	100	10%
1990s 300	25-45	10,000	8,000	4,000	100	10%
1990s 350	25-45	10,000	8,000	4,000	100	10%
1990s 400	25-45	10,000	8,000	4,000	100	10%
1990s 450	25-45	10,000	8,000	4,000	100	10%
1990s 500	25-45	10,000	8,000	4,000	100	10%
1990s 550	25-45	10,000	8,000	4,000	100	10%
1990s 600	25-45	10,000	8,000	4,000	100	10%
1990s 650	25-45	10,000	8,000	4,000	100	10%
1990s 700	25-45	10,000	8,000	4,000	100	10%
1990s 750	25-45	10,000	8,000	4,000	100	10%
1990s 800	25-45	10,000	8,000	4,000	100	10%
1990s 850	25-45	10,000	8,000	4,000	100	10%
1990s 900	25-45	10,000	8,000	4,000	100	10%
1990s 950	25-45	10,000	8,000	4,000	100	10%

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
2000s						
2000s 100	25-45	10,000	8,000	4,000	100	10%
2000s 150	25-45	10,000	8,000	4,000	100	10%
2000s 200	25-45	10,000	8,000	4,000	100	10%
2000s 250	25-45	10,000	8,000	4,000	100	10%
2000s 300	25-45	10,000	8,000	4,000	100	10%
2000s 350	25-45	10,000	8,000	4,000	100	10%
2000s 400	25-45	10,000	8,000	4,000	100	10%
2000s 450	25-45	10,000	8,000	4,000	100	10%
2000s 500	25-45	10,000	8,000	4,000	100	10%
2000s 550	25-45	10,000	8,000	4,000	100	10%
2000s 600	25-45	10,000	8,000	4,000	100	10%
2000s 650	25-45	10,000	8,000	4,000	100	10%
2000s 700	25-45	10,000	8,000	4,000	100	10%
2000s 750	25-45	10,000	8,000	4,000	100	10%
2000s 800	25-45	10,000	8,000	4,000	100	10%
2000s 850	25-45	10,000	8,000	4,000	100	10%
2000s 900	25-45	10,000	8,000	4,000	100	10%
2000s 950	25-45	10,000	8,000	4,000	100	10%

Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
2010s						
2010s 100	25-45	10,000	8,000	4,000	100	10%
2010s 150	25-45	10,000	8,000	4,000	100	10%
2010s 200	25-45	10,000	8,000	4,000	100	10%
2010s 250	25-45	10,000	8,000	4,000	100	10%
2010s 300	25-45	10,000	8,000	4,000	100	10%
2010s 350	25-45	10,000	8,000	4,000	100	10%
2010s 400	25-45	10,000	8,000	4,000	100	10%
2010s 450	25-45	10,000	8,000	4,000	100	10%
2010s 500	25-45	10,000	8,000	4,000	100	10%
2010s 550	25-45	10,000	8,000	4,000	100	10%
2010s 600	25-45	10,000	8,000	4,000	100	10%
2010s 650	25-45	10,000	8,000	4,000	100	10%
2010s 700	25-45	10,000	8,000	4,000	100	10%
2010s 750	25-45	10,000	8,000	4,000	100	10%
2010s 800	25-45	10,000	8,000	4,000	100	10%
2010s 850	25-45	10,000	8,000	4,000	100	10%
2010s 900	25-45	10,000	8,000	4,000	100	10%
2010s 950	25-45	10,000	8,000	4,000	100	10%

2019-2020		2020-2021				
Year	Concours/Dealer	Mint	Good	Rough	Top speed	Price change
2020s						
2020s 100	25-45	10,000	8,000	4,000	100	10%
2020s 150	25-45	10,000	8,000	4,000	100	10%
2020s 200	25-45	10,000	8,000	4,000	100	10%
2020s 250	25-45	10,000	8,000	4,000	100	10%
2020s 300	25-45	10,000	8,000	4,000	100	10%
2020s 350	25-45	10,000	8,000	4,000	100	10%
2020s 400	25-45	10,000	8,000	4,000	100	10%
2020s 450	25-45	10,000	8,000	4,000	100	10%
2020s 500	25-45	10,000	8,000	4,000	100	10%

Year	Year	Comedian	Male	Female	Boys	Girls	Top
2007/2008	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2008/2009	54-57	20,000	40,000	50,000	50,000	50,000	50,000
2009/2010	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2010/2011	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2011/2012	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2012/2013	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2013/2014	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2014/2015	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2015/2016	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2016/2017	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2017/2018	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2018/2019	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2019/2020	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2020/2021	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2021/2022	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2022/2023	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2023/2024	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2024/2025	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2025/2026	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2026/2027	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2027/2028	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2028/2029	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2029/2030	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2030/2031	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2031/2032	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2032/2033	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2033/2034	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2034/2035	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2035/2036	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2036/2037	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2037/2038	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2038/2039	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2039/2040	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2040/2041	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2041/2042	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2042/2043	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2043/2044	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2044/2045	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2045/2046	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2046/2047	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2047/2048	54-57	50,000	40,000	50,000	50,000	50,000	50,000
2048/2049	54-57	50,000	40,000	50,000	50,000	50,000	50,0

[illegible]

Year	Conventional gasoline	Year	Hybrid	Electric	Plug-in hybrid	Range extending electric	Other	Top speed (mi/hr)
441000/CH	65-85	24,800	18,000	12,500	7500	197	105	
441000/Devel	95-96	25,900	9000	14,500	976	176	56	
Plus 4	85-87	20,700	6,000	17,000	8000	1994	109	
Plus 4	88-90	24,000	28,300	9,000	10,000	1994	95	
Plus 8	86-72	30,500	52,000	35,000	14,000	3528	125	
Plus 8	73-86	44,000	24,500	19,000	12,500	3528	105	
Plus 8 Maxima	74-86	40,000	27,500	17,000	10,000	3528	125	

Movie	Year	Box Office (\$M)	Reviews (1-10)	Reviews (1-10)	Reviews (1-10)
Minor Nightcrawler	48-51	2,750	7000	5200	7000
Minor Nightcrawler & Tinseltown	48-51	50,000	15,000	5200	5000
Minor M40	54-56	7500	9000	5200	7000
5x	49-54	4750	5000	5200	2750
Minor M1910	10-54	8000	4000	3750	1000
Minor M1910 & Tinseltown	10-56	15,500	8250	3750	8000
Minor M1 Tinseltown	18-54	16,250	9500	4000	7500
Minor M10	54-70	7000	7000	5000	1000
Minor M10 Tinseltown	54-70	13,000	9000	4000	2500
Minor M10 Tinseltown & Tinseltown	54-72	14,000	2900	4000	1250
Minor M10 Tinseltown & Tinseltown	54-70	14,000	1250	1250	2000
Detour/Cooley's 18	18-54	5500	5500	8250	1400
Detour/Cooley's 18	18-54	7500	5000	1250	1000
Minor Tinseltown	70-80	2250	2250	7000	1900
Minor Tinseltown	70-80	2250	2250	7000	1900
Minor Tinseltown	70-80	2250	2250	7000	1900

Model		Motor Vehicle Club				
Suprema	75-78	12,000	4000	500	1250	900
Valente	80-85	14,000	9000	4000	500	200 50
motor vehicles in 10 3 years Old/old car						
Corona TDS	45-72	90,000	45,000	40,000	25,000	900 50
607	75-86	15,000	10,000	400	1250	200 80
607 32	84-86	40,000	40,000	150	50	250 140
607 32	92-95	80,000	40,000	40,000	20,000	200 50
606-6	70	550	575	150	600	600 50
606-6	91-97	450	300	100	500	500 50

[illegible][illegible][illegible]

	2015	2016	2017	2018	2019	2020	2021	2022
TP200000	41-55	24,800	24,800	13,400	4,500	250	80	85
TP200000	41-55	24,800	25,000	13,500	4,700	260	85	90
SVHS	41-55	10,000	10,000	5,000	250	250	50	71
Hagette DA28	41-55	7000	13,000	5,000	2,000	260	149	61
HCA Roadster	56-62	20,000	22,000	12,000	620	149	98	88
HCA Coug	56-62	20,000	23,000	10,000	620	149	98	88
HCA Twin-Cam Roadster	58-63	15,000	15,000	24,000	820	149	75	88
HCA Twin-Cam Coug	58-63	15,000	16,000	24,000	820	149	75	88
Hagette SVS	59-68	10,000	4750	3700	350	122	87	87
TP2000	41-55	4000	5750	2500	350	175	175	175
HCG roadster gh	42-65	7000	14,000	2600	4000	179	153	153
HCG roadster	42-65	7000	15,000	2600	4000	179	153	153

	Residual-free bubble CG (CG/3/3/3/3)				Residual-free bubble CG (CG/3/3/3/3)			
Control volume CG	47.7	47.7	520	520	520	520	520	520
ET	46.76	50.00	10.70	5000	2400	1987	81	1
Marka-CG	37.5	9.5	520	5000	5000	5000	1987	82
Marka-CG	75.48	13.50	8000	1700	5000	5000	1987	82
Marka-cg	18.87	13.00	8000	3600	5000	2966	128	1
Control								
2P7 control	59.44	750	5000	2500	1987	800	75	1
2P7 control	64.67	13.50	8200	3600	5000	5000	1987	82

2015-2020	9.4	9.600	9.800	10.000	10.200	10.400	10.600	10.800	11.000	11.200	11.400	11.600	11.800	12.000	12.200	12.400	12.600	12.800	13.000	13.200	13.400	13.600	13.800	14.000	14.200	14.400	14.600	14.800	15.000	15.200	15.400	15.600	15.800	16.000	16.200	16.400	16.600	16.800	17.000	17.200	17.400	17.600	17.800	18.000	18.200	18.400	18.600	18.800	19.000	19.200	19.400	19.600	19.800	20.000	20.200	20.400	20.600	20.800	21.000	21.200	21.400	21.600	21.800	22.000	22.200	22.400	22.600	22.800	23.000	23.200	23.400	23.600	23.800	24.000	24.200	24.400	24.600	24.800	25.000	25.200	25.400	25.600	25.800	26.000	26.200	26.400	26.600	26.800	27.000	27.200	27.400	27.600	27.800	28.000	28.200	28.400	28.600	28.800	29.000	29.200	29.400	29.600	29.800	30.000	30.200	30.400	30.600	30.800	31.000	31.200	31.400	31.600	31.800	32.000	32.200	32.400	32.600	32.800	33.000	33.200	33.400	33.600	33.800	34.000	34.200	34.400	34.600	34.800	35.000	35.200	35.400	35.600	35.800	36.000	36.200	36.400	36.600	36.800	37.000	37.200	37.400	37.600	37.800	38.000	38.200	38.400	38.600	38.800	39.000	39.200	39.400	39.600	39.800	40.000	40.200	40.400	40.600	40.800	41.000	41.200	41.400	41.600	41.800	42.000	42.200	42.400	42.600	42.800	43.000	43.200	43.400	43.600	43.800	44.000	44.200	44.400	44.600	44.800	45.000	45.200	45.400	45.600	45.800	46.000	46.200	46.400	46.600	46.800	47.000	47.200	47.400	47.600	47.800	48.000	48.200	48.400	48.600	48.800	49.000	49.200	49.400	49.600	49.800	50.000	50.200	50.400	50.600	50.800	51.000	51.200	51.400	51.600	51.800	52.000	52.200	52.400	52.600	52.800	53.000	53.200	53.400	53.600	53.800	54.000	54.200	54.400	54.600	54.800	55.000	55.200	55.400	55.600	55.800	56.000	56.200	56.400	56.600	56.800	57.000	57.200	57.400	57.600	57.800	58.000	58.200	58.400	58.600	58.800	59.000	59.200	59.400	59.600	59.800	60.000	60.200	60.400	60.600	60.800	61.000	61.200	61.400	61.600	61.800	62.000	62.200	62.400	62.600	62.800	63.000	63.200	63.400	63.600	63.800	64.000	64.200	64.400	64.600	64.800	65.000	65.200	65.400	65.600	65.800	66.000	66.200	66.400	66.600	66.800	67.000	67.200	67.400	67.600	67.800	68.000	68.200	68.400	68.600	68.800	69.000	69.200	69.400	69.600	69.800	70.000	70.200	70.400	70.600	70.800	71.000	71.200	71.400	71.600	71.800	72.000	72.200	72.400	72.600	72.800	73.000	73.200	73.400	73.600	73.800	74.000	74.200	74.400	74.600	74.800	75.000	75.200	75.400	75.600	75.800	76.000	76.200	76.400	76.600	76.800	77.000	77.200	77.400	77.600	77.800	78.000	78.200	78.400	78.600	78.800	79.000	79.200	79.400	79.600	79.800	80.000	80.200	80.400	80.600	80.800	81.000	81.200	81.400	81.600	81.800	82.000	82.200	82.400	82.600	82.800	83.000	83.200	83.400	83.600	83.800	84.000	84.200	84.400	84.600	84.800	85.000	85.200	85.400	85.600	85.800	86.000	86.200	86.400	86.600	86.800	87.000	87.200	87.400	87.600	87.800	88.000	88.200	88.400	88.600	88.800	89.000	89.200	89.400	89.600	89.800	90.000	90.200	90.400	90.600	90.800	91.000	91.200	91.400	91.600	91.800	92.000	92.200	92.400	92.600	92.800	93.000	93.200	93.400	93.600	93.800	94.000	94.200	94.400	94.600	94.800	95.000	95.200	95.400	95.600	95.800	96.000	96.200	96.400	96.600	96.800	97.000	97.200	97.400	97.600	97.800	98.000	98.200	98.400	98.600	98.800	99.000	99.200	99.400	99.600	99.800	100.000
2021-2025	9.4	9.600	9.800	10.000	10.200	10.400	10.600	10.800	11.000	11.200	11.400	11.600	11.800	12.000	12.200	12.400	12.600	12.800	13.000	13.200	13.400	13.600	13.800	14.000	14.200	14.400	14.600	14.800	15.000	15.200	15.400	15.600	15.800	16.000	16.200	16.400	16.600	16.800	17.000	17.200	17.400	17.600	17.800	18.000	18.200	18.400	18.600	18.800	19.000	19.200	19.400	19.600	19.800	20.000	20.200	20.400	20.600	20.800	21.000	21.200	21.400	21.600	21.800	22.000	22.200	22.400	22.600	22.800	23.000	23.200	23.400	23.600	23.800	24.000	24.200	24.400	24.600	24.800	25.000	25.200	25.400	25.600	25.800	26.000	26.200	26.400	26.600	26.800	27.000	27.200	27.400	27.600	27.800	28.000	28.200	28.400	28.600	28.800	29.000	29.200	29.400	29.600	29.800	30.000	30.200	30.400	30.600	30.800	31.000	31.200	31.400	31.600	31.800	32.000	32.200	32.400	32.600	32.800	33.000	33.200	33.400	33.600	33.800	34.000	34.200	34.400	34.600	34.800	35.000	35.200	35.400	35.600	35.800	36.000	36.200	36.400	36.600	36.800	37.000	37.200	37.400	37.600	37.800	38.000	38.200	38.400	38.600	38.800	39.000	39.200	39.400	39.600	39.800	40.000	40.200	40.400	40.600	40.800	41.000	41.200	41.400	41.600	41.800	42.000	42.200	42.400	42.600	42.800	43.000	43.200	43.400	43.600	43.800	44.000	44.200	44.400	44.600	44.800	45.000	45.200	45.400	45.600	45.800	46.000	46.200	46.400	46.600	46.800	47.000	47.200	47.400	47.600	47.800	48.000	48.200	48.400	48.600	48.800	49.000	49.200	49.400	49.600	49.800	50.000	50.200	50.400	50.600	50.800	51.000	51.200	51.400	51.600	51.800	52.000	52.200	52.400	52.600	52.800	53.000	53.200	53.400	53.600	53.800	54.000	54.200	54.400	54.600	54.800	55.000	55.200	55.400	55.600	55.800	56.000	56.200	56.400	56.600	56.800	57.000	57.200	57.400	57.600	57.800	58.000	58.200	58.400	58.600	58.800	59.000	59.200	59.400	59.600	59.800	60.000	60.200	60.400	60.600	60.800	61.000	61.200	61.400	61.600	61.800	62.000	62.200	62.400	62.600	62.800	63.000	63.200	63.400	63.600	63.800	64.000	64.200	64.400	64.600	64.800	65.000	65.200	65.400	65.600	65.800	66.000	66.200	66.400	66.600	66.800	67.000	67.200	67.400	67.600	67.800	68.000	68.200	68.400	68.600	68.800	69.000	69.200	69.400	69.600	69.800	70.000	70.200	70.400	70.600	70.800	71.000	71.200	71.400	71.600	71.800	72.000	72.200	72.400	72.600	72.800	73.000	73.200	73.400	73.600	73.800	74.000	74.200	74.400	74.600	74.800	75.000	75.200	75.400	75.600	75.800	76.000	76.200	76.400	76.600	76.800	77.000	77.200	77.400	77.600	77.800	78.000	78.200	78.400	78.600	78.800	79.000	79.200	79.400	79.600	79.800	80.000	80.200	80.400	80.600	80.800	81.000	81.200	81.400	81.600	81.800	82.000	82.200	82.400	82.600	82.800	83.000	83.200	83.400	83.600	83.800	84.000	84.200	84.400	84.600	84.800	85.000	85.200	85.400	85.600	85.800	86.000	86.200	86.400	86.600	86.800	87.000	87.200	87.400	87.600	87.800	88.000	88.200	88.400	88.600	88.800	89.000	89.200	89.400	89.600	89.800	90.000	90.200	90.400	90.600	90.800	91.000	91.200	91.400	91.600	91.800	92.000	92.200	92.400	92.600	92.800	93.000	93.200	93.400	93.600	93.800	94.000	94.200	94.400	94.600	94.800	95.000	95.200	95.400	95.600	95.800	96.000	96.200	96.400	96.600	96.800	97.000	97.200	97.400	97.600	97.800	98.000	98.200	98.400	98.600	98.800	99.000	99.200	99.400	99.600	99.800	100.000
2026-2030	9.4	9.600	9.800	10.000	10.200	10.400	10.600	10.800	11.000	11.200	11.400	11.600	11.800	12.000	12.200	12.400	12.600	12.800	13.000	13.200	13.400	13.600	13.800	14.000	14.200	14.400	14.600	14.800	15.000	15.200	15.400	15.600	15.800	16.000	16.200	16.400	16.600	16.800	17.000	17.200	17.400	17.600	17.800	18.000	18.200	18.400	18.600	18.800	19.000	19.200	19.400	19.600	19.800	20.000	20.200	20.400	20.600	20.800	21.000	21.200	21.400	21.600	21.800	22.000	22.200	22.400	22.600	22.800	23.000	23.200	23.400	23.600	23.800	24.000	24.200	24.400	24.600	24.800	25.000	25.200	25.400	25.600	25.800	26.000	26.200	26.400	26.600	26.800	27.000	27.200	27.400	27.600	27.800	28.000	28.200	28.400	28.600	28.800	29.000	29.200	29.400	29.600	29.800	30.000	30.200	30.400	30.600	30.800	31.000	31.200	31.400	31.600	31.800	32.000	32.200	32.400	32.600	32.800	33.000	33.200	33.400	33.600	33.800	34.000	34.200	34.400	34.600	34.800	35.000	35.200	35.400	35.600	35.800	36.000	36.200	36.400	36.600	36.800	37.000	37.200	37.400	37.600	37.800	38.000	38.200	38.400	38.600	38.800	39.000	39.200	39.400	39.600	39.800	40.000	40.200	40.400	40.600	40.800	41.000	41.200	41.400	41.600	41.800	42.000	42.200	42.400	42.600	42.800	43.000	43.200	43.400	43.600	43.800	44.000	44.200	44.400	44.600	44.800	45.000	45.200	45.400	45.600	45.800	46.000	46.200	46.400	46.600	46.800	47.000	47.200	47.400	47.600	47.800	48.000	48.200	48.400	48.600	48.800	49.000	49.200	49.400	49.600	49.800	50.000	50.200	50.400	50.600	50.800	51.000	51.200	51.400	51.600	51.800	52.000																																																																																																																																																																																																																																																

HGB-Hill-race	47-5	12.50	1.25	3.00	2.00	1.00	1.00	1.00	1.00	1.00
HGB-Hill-C	47-5	12.50	1.25	3.00	2.00	1.00	1.00	1.00	1.00	1.00
HGB-Hill-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HGB-Hill-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HGB-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-C	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	1.50
HCC-race	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-C	7-9	6.00	0.50	2.00	1.00	1.00	1.00	1.00	1.00	1.00
HCC-race	47-9	16.50	1.75	3.50	2.50	1.50	1.50	1.50	1.50	

Device	70-80	80-90	90-100	100-110	110-120	120-130	130-140	140-150	150-160	160-170	170-180	180-190	190-200	200-210	210-220	220-230	230-240	240-250	250-260	260-270	270-280	280-290	290-300	300-310	310-320	320-330	330-340	340-350	350-360	360-370	370-380	380-390	390-400	400-410	410-420	420-430	430-440	440-450	450-460	460-470	470-480	480-490	490-500	500-510	510-520	520-530	530-540	540-550	550-560	560-570	570-580	580-590	590-600	600-610	610-620	620-630	630-640	640-650	650-660	660-670	670-680	680-690	690-700	700-710	710-720	720-730	730-740	740-750	750-760	760-770	770-780	780-790	790-800	800-810	810-820	820-830	830-840	840-850	850-860	860-870	870-880	880-890	890-900	900-910	910-920	920-930	930-940	940-950	950-960	960-970	970-980	980-990	990-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95	95-105	105-115	115-125	125-135	135-145	145-155	155-165	165-175	175-185	185-195	195-205	205-215	215-225	225-235	235-245	245-255	255-265	265-275	275-285	285-295	295-305	305-315	315-325	325-335	335-345	345-355	355-365	365-375	375-385	385-395	395-405	405-415	415-425	425-435	435-445	445-455	455-465	465-475	475-485	485-495	495-505	505-515	515-525	525-535	535-545	545-555	555-565	565-575	575-585	585-595	595-605	605-615	615-625	625-635	635-645	645-655	655-665	665-675	675-685	685-695	695-705	705-715	715-725	725-735	735-745	745-755	755-765	765-775	775-785	785-795	795-805	805-815	815-825	825-835	835-845	845-855	855-865	865-875	875-885	885-895	895-905	905-915	915-925	925-935	935-945	945-955	955-965	965-975	975-985	985-995	995-1000
Perle	75-85	85-95																																																																																											

2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034	2034-2035	2035-2036	2036-2037	2037-2038	2038-2039	2039-2040	2040-2041	2041-2042	2042-2043	2043-2044	2044-2045	2045-2046	2046-2047	2047-2048	2048-2049	2049-2050	2050-2051	2051-2052	2052-2053	2053-2054	2054-2055	2055-2056	2056-2057	2057-2058	2058-2059	2059-2060	2060-2061	2061-2062	2062-2063	2063-2064	2064-2065	2065-2066	2066-2067	2067-2068	2068-2069	2069-2070	2070-2071	2071-2072	2072-2073	2073-2074	2074-2075	2075-2076	2076-2077	2077-2078	2078-2079	2079-2080	2080-2081	2081-2082	2082-2083	2083-2084	2084-2085	2085-2086	2086-2087	2087-2088	2088-2089	2089-2090	2090-2091	2091-2092	2092-2093	2093-2094	2094-2095	2095-2096	2096-2097	2097-2098	2098-2099	2099-2100	2100-2101	2101-2102	2102-2103	2103-2104	2104-2105	2105-2106	2106-2107	2107-2108	2108-2109	2109-2110	2110-2111	2111-2112	2112-2113	2113-2114	2114-2115	2115-2116	2116-2117	2117-2118	2118-2119	2119-2120	2120-2121	2121-2122	2122-2123	2123-2124	2124-2125	2125-2126	2126-2127	2127-2128	2128-2129	2129-2130	2130-2131	2131-2132	2132-2133	2133-2134	2134-2135	2135-2136	2136-2137	2137-2138	2138-2139	2139-2140	2140-2141	2141-2142	2142-2143	2143-2144	2144-2145	2145-2146	2146-2147	2147-2148	2148-2149	2149-2150	2150-2151	2151-2152	2152-2153	2153-2154	2154-2155	2155-2156	2156-2157	2157-2158	2158-2159	2159-2160	2160-2161	2161-2162	2162-2163	2163-2164	2164-2165	2165-2166	2166-2167	2167-2168	2168-2169	2169-2170	2170-2171	2171-2172	2172-2173	2173-2174	2174-2175	2175-2176	2176-2177	2177-2178	2178-2179	2179-2180	2180-2181	2181-2182	2182-2183	2183-2184	2184-2185	2185-2186	2186-2187	2187-2188	2188-2189	2189-2190	2190-2191	2191-2192	2192-2193	2193-2194	2194-2195	2195-2196	2196-2197	2197-2198	2198-2199	2199-2200	2200-2201	2201-2202	2202-2203	2203-2204	2204-2205	2205-2206	2206-2207	2207-2208	2208-2209	2209-2210	2210-2211	2211-2212	2212-2213	2213-2214	2214-2215	2215-2216	2216-2217	2217-2218	2218-2219	2219-2220	2220-2221	2221-2222	2222-2223	2223-2224	2224-2225	2225-2226	2226-2227	2227-2228	2228-2229	2229-2230	2230-2231	2231-2232	2232-2233	2233-2234	2234-2235	2235-2236	2236-2237	2237-2238	2238-2239	2239-2240	2240-2241	2241-2242	2242-2243	2243-2244	2244-2245	2245-2246	2246-2247	2247-2248	2248-2249	2249-2250	2250-2251	2251-2252	2252-2253	2253-2254	2254-2255	2255-2256	2256-2257	2257-2258	2258-2259	2259-2260	2260-2261	2261-2262	2262-2263	2263-2264	2264-2265	2265-2266	2266-2267	2267-2268	2268-2269	2269-2270	2270-2271	2271-2272	2272-2273	2273-2274	2274-2275	2275-2276	2276-2277	2277-2278	2278-2279	2279-2280	2280-2281	2281-2282	2282-2283	2283-2284	2284-2285	2285-2286	2286-2287	2287-2288	22
-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	----

Alfa Romeo	14-18	1000	1960	2000	1000	1215	14
Ford Mustang	14-19	6000	4000	1000	5200	1475	1971
Alfa Romeo	12-19	900	1600	2400	1600	1215	15
Alfa Romeo	13-19	1000	1200	5000	2000	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa Romeo	14-19	1000	1600	1000	1600	1215	17
Alfa							

[illegible]

2012 1.5 saloon	45-47	265,000	263,000	555,000	100,000	549	75
2008/09 sal. sal	44-46	199,000	113,000	600,000	240,000	289	12
2007/08/2012 1.5	43-72	220,000	51,500	7500	3100	549	12
2006/6.5 saloon	40-72	40,000	42,000	10,000	16,000	619	52
2007/2008/2010 sal	47-76	7000	5300	2400	850	219	15
2008/2009/2010 sal	47-76	8000	5700	3600	950	316	15
2008/08/2009 sal	47-76	12,000	12,500	5700	2400	216	15
2007/2008/09/2009	47-76	33,000	18,700	7900	2700	416	15
500/500.2 sports	82-85	25,000	21,000	9200	5700	554	92

Model/CTO	50-50	60-40	5750	2750	220	270	55
50/50/1V	50-50	23,500	16,000	8000	4000	890	50
40/60							
Sports Car Club (5504 54400, 1994-1999) Club (5160 5160)							
40/60 Series 1	50-50	30,500	27,000	20,000	10,000	140	70
Club 4 (Vanguard)	50-50	30,000	25,000	17,000	8,000	200	85
Club 4 (70)	54-46	40,000	28,500	16,000	10,000	190	90
Club 4 (55)	49-51	47,500	30,000	12,500	10,000	200	100
40/60 Series 1V	54-46	30,500	23,000	15,000	8000	140	85

the GT1	56-54	6750	4750	2300	8100	5877	123
428i Coupé	59-53	6200	5900	7000	8100	2966	32

HPD	Pier Sports and Racing Co Ltd email: contact@pierdun.co.uk						
CTV2 1s	46-74	25,000	28,000	9,000	10,000	599	75

FAIRCL	Rover/2nd/28 (2002-2005) Silverstone/Dat/D96/1900						
2-door 4-Ground	49-50	195,000	125,000	167,000	165,000	1386	90
5-door 4s	51-55	230,000	185,000	185,000	185,000	1436	90

Buying or selling? Go to classiccarsforsale.co.uk

[illegible]

